THE "WRENCHING" ISSUE

HOT BIKE



TECHNICAL ECSTASY

CONFEDERATE MOTORS' FUTURISTIC FLYER

+

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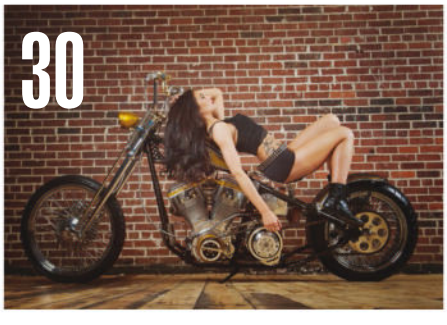


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HOTBIKE

THE CUSTOM MOTORCYCLE MAGAZINE









ON THIS PAGE
Time for some tool organization...

ON THE COVER
Leanna Decker and the Confederate Motors P51 Fighter Combat
PHOTO: JOHN ZAMORA

SINCE 1971





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MAY 2016
Volume 48 • Number 4

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WELCOME TO THE WRENCHING ISSUE

In my past decade of doing this job I have come to know one thing: In order to modify any bike you have to bust out the tools and get your hands dirty.

Whether it be a little or a lot of fabrication done to our machines, there are just so many ways to skin these "custom cats" that I decided to dedicate an issue of *Hot Bike* in celebration of our favorite pastime: slingin' tools on badass bikes.

Yes, of course we covered a myriad of hand, power, and shop tools as you would expect. But we also have tool-storage solutions, motorcycle-centric electronics, and a few other service and technical-oriented items you are for sure going to want in your own shop or garage.

You can't have a "wrenching" issue without working on bikes, and so we crammed the tech section of this mag with features. We got down and dirty on a 10,000-mile Sportster service. We then made both a Dyna ride better with the upgrading of a 49mm front fork and helped out a sagging rear suspension of an FXR with a pair of Legend Revo shocks. Our pals at Feuling hooked us up with a big cam swap on our daily Dyna project Lowrider, and Jay from FAB28 Industries welded us up one sweet stainless 2-into-1 exhaust, which we couldn't wait to install. There is also a dissection of steering stabilizers and an intro into fabrication from our man Big Joe who practically lives in his garage.

To round this issue out, I ducked out of my own garage for a week and traveled halfway around the world to Vietnam to ride in a land where riding Harley-Davidson bikes was highly illegal until only a few years ago. It was an amazing journey filled with amazing people.

This two-wheeled lifestyle we all live is quite an interesting and exciting one, and this issue I believe really reflects that. So read on, my brothers and sisters, as the fun has only just begun. ***HB***



"I DECIDED TO DEDICATE AN ISSUE OF *HOT BIKE* IN CELEBRATION OF OUR FAVORITE PASTIME: SLINGIN' TOOLS ON BADASS BIKES."

JEFF G. HOLT
EDITOR IN CHIEF
JEFF.HOLT@BONNIERCORP.COM
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10

This month I celebrate my 10th year of being employed full time as an editor. Ten years ago, I walked away from a high-paying desk job to pursue my dream of getting paid to play with motorcycles. Over those 10 years, there's been a tremendous amount of ups, downs, struggles, and days wondering, "WTF did I do?"

Over those 10 years I have been fortunate enough to have photographed 71 covers (including this one), thousands of features, and worked with hundreds of models. The environment for which I have worked in continues to change on a daily basis, and to survive this long you have to adapt to change quickly. I've seen hundreds of my friends come and go and watched more than one bright-eyed FNG editor who just got his dream job crack under the pressure of the never-ending grind and deadlines. Oh, don't get me wrong. I'm 100 percent positive one day I'll unexpectedly find my personal belongings packed in a box and this train will pull into the station for the final time. But for now, the choo-choo of the work whistle is still blowing.

"THERE WILL ALWAYS BE A NEED FOR SOMEONE TO CLICK THE SHUTTER OF A CAMERA, HIT THE START RECORD OF A VIDEO, AND CLICK THE KEYS OF A KEYBOARD."



I have one of those "cool jobs" to tell people that you have, but the reality is somewhat different than what people think or actually want to hear. Our jobs are 90 percent work and 10 percent unbelievably cool shit, and we tend to talk and focus on that 10 percent while talking with our friends and family. No one wants to hear that you spent all day posting on Facebook and Twitter with tracking codes. They want to hear about the all-night drunk fest complete with bar brawls and babe fights. Probably the coolest part is that both of those exact scenarios have actually happened—perhaps not on the same night.

So what does the next 10 years have in store? Who knows? As the digital beast continues to feed with an insatiable appetite, I can't image the amount of content that will need to be created on a daily, more like perpetual, basis. Thankfully in a world where content can be copied with the click of the button, the same has remained a constant over the past decade. There will always be a need for someone to click the shutter of a camera, hit the start record of a video, and click the keys of a keyboard. Behind every photo on the Internet, there are still likely two people, a subject with something interesting to show the world and a producer with the vision and drive to share it (except for those damn selfies that ruined everything! Ha!).

So until my clock clicks one past the final hour, I hope to have another 10 sharing my love of two with you, the readers, and the rest of the world.

JOHN ZAMORA
EDITOR
JOHN.ZAMORA@BONNIERCORP.COM
FACEBOOK.COM/HOTBIKEJOHN
@JOHNZPICS #SOCALRPM


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MAKES ANY SENSE.
Harley-Davidson
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01 BLACK & DECKER
20V MAX reciprocating saw
blackanddecker.com

02 CHICAGO ELECTRIC
240 inverted plasma cutter
harborfreight.com

03 CORNWELL TOOLS
8-piece screwdriver set
cornwelltools.com

04 CRAFTSMAN
Extreme Grip 5-piece wrench set
sears.com

05 CRUZ TOOLS
Road Tech H3 tool kit
cruztools.com

















06 DEWALT
XR 20V Max impact wrench
dewalt.com

07 GEORGE'S GARAGE
36mm axle nut wrench
georges-garage.com

08 HUSKY TOOLS
20-gallon air compressor
homedepot.com

09 US GENERAL
44-inch 8-drawer tool chest
harborfreight.com

10 JIMS USA
Oxygen sensor wrench
jimsusa.com

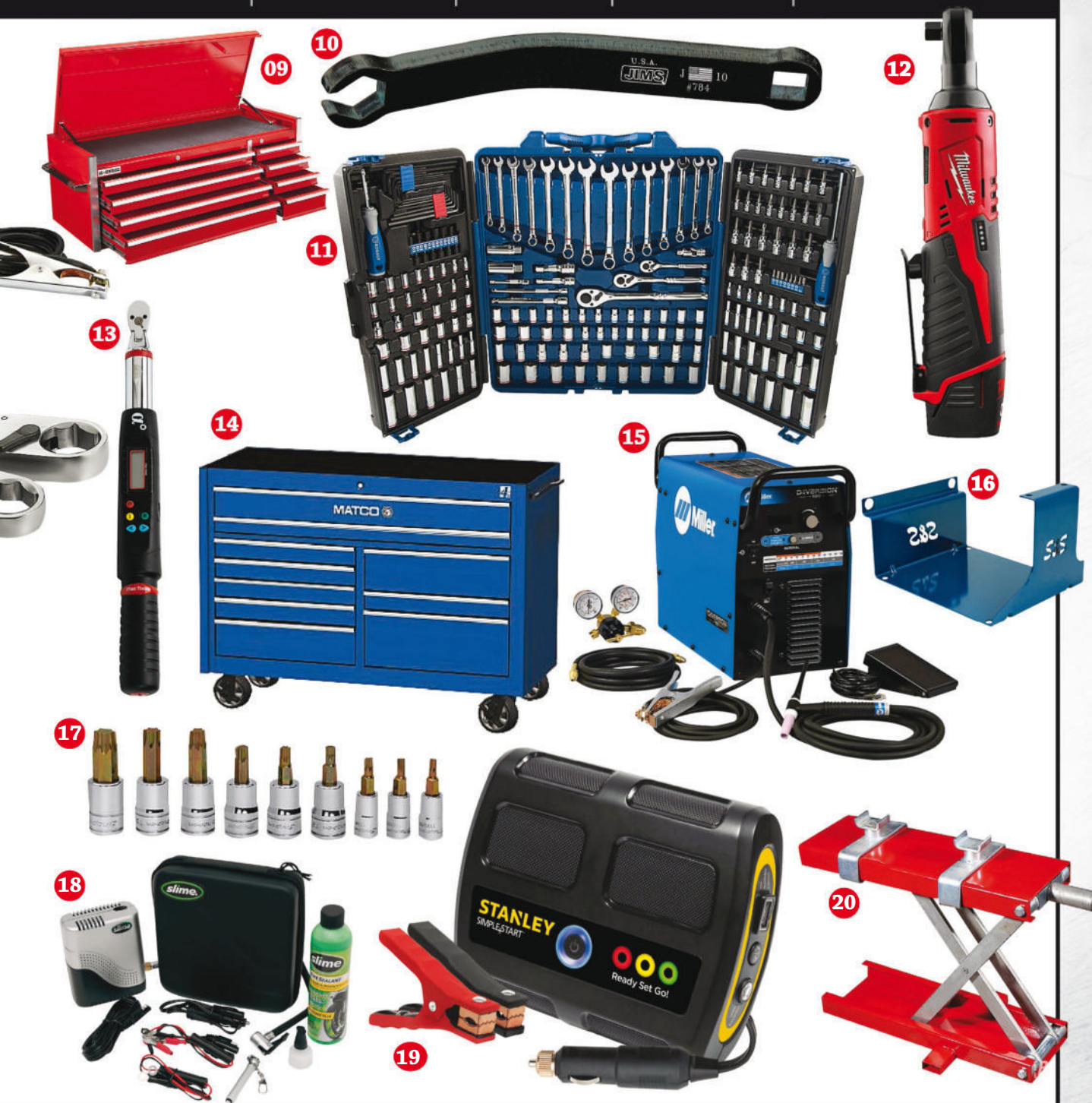
11 KOBALT TOOLS
200-piece mechanic's tool set
lowes.com

12 MILWAUKEE TOOL
M12 cordless 3/8-inch ratchet
milwaukeetool.com

13 MAC TOOLS
3/8-inch drive torque wrench
mactools.com

14 MATCO TOOLS
4S 2-bay rollaway
matcotools.com

15 MILLER
Diversion 180 TIG welder
millerwelds.com



16 S&S CYCLE
Engine stand
sscycle.com

17 SNAP-ON TOOLS
Torx socket driver set
snapon.com

18 SLIME
Powersport Smart Spare Kit
slime.com

19 STANLEY TOOLS
Simple Start Battery Booster
stanleytools.com

20 RANGER PRODUCTS
RML-1100 bike jack
bendpak.com

AS MANHANDLED BY: JEFF G. HOLT

GETTIN' HANDY

THESES HANDY HAND TOOLS AND MITT PROTECTORS HAVE CUTTING-EDGE DESIGNS.



1. MOTION PRO

TECH GLOVE

These gloves are constructed from durable and washable premium synthetic leather and have an extended cuff for snug fit and extra wrist protection. The Tech Gloves also have a reinforced palm with ergonomic padding and a perforated palm and fingers for increased ventilation.

$22.99 // motionpro.com

2. ZERO TOLERANCE KNIVES

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$240 // zt.kaiusaltd.com

3. CRKT

BIVY MULTI TOOL

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AS WORN BY THE *HOT BIKE* STAFF

STYLE + PROTECTION

Style and protection don't always go hand in hand. Scorpion's new collection for 2016 blends the two categories into one. Here are a few products we have been wearing this month.

SCORPIONUSA.COM





Solstice Gloves
$24.95



Catalina Jacket
$439.95



R710 Gold State Helmet
$209.95



Covert Moto Jeans
$119.95



Klaw II Gloves
$49.95



Battalion Jacket
$179.95



GT3000 Helmet
$369.95





Style Doesn't Come Standard

Lets be honest, your factory floorboards are nothing to write home about…don't be that guy. Step your floorboard game up with our all-new 10-Gauge floorboards. Their lightweight & loud design is machined from the top of the board down to all sides for a major style impact no matter what angle your looking from. Check them out and the rest of the 10-Gauge line at www.ARLENNESS.com

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ARLEN NESS

www.ARLENNESS.com

WORDS AND PHOTOS: JOHN ZAMORA

VIVITAR

ACTION CAMCORDERS

Action sports cameras were once the play toys of surfers, skydivers, and bungee jumpers. Over the years, the price and availability have become so commonplace that if you haven't strapped a camera to your head and bike by now and taped one of your epic rides through some scenic country, you're missing out on the action. Vivitar has entered this highly competitive market with the three different levels of camera: 4K Wi-Fi DVR 914HD, Wi-Fi DVR794HD, and the full HD 786HD. All three include a bicycle mount and head mount, remote control, and a waterproof casing. The top-of-the-line 4K model is capable of 1440p at 30 frames per second and 4K at 10 frames per second. All three record 30 fps at full HD 1080p and 30/60 fps at 720p. Both the DVR 914HD and DVR 786HD include built-in screens for optimal aiming, while the Wi-Fi models can connect via the smartphone app. Prices for the trio are very reasonable with retails ranging from $99 to $199. That makes these an easy way to jump into action camera arena.



■ **vivitar.com**

ALTEC LANSING

BOOMJACKET WIRELESS SPEAKER



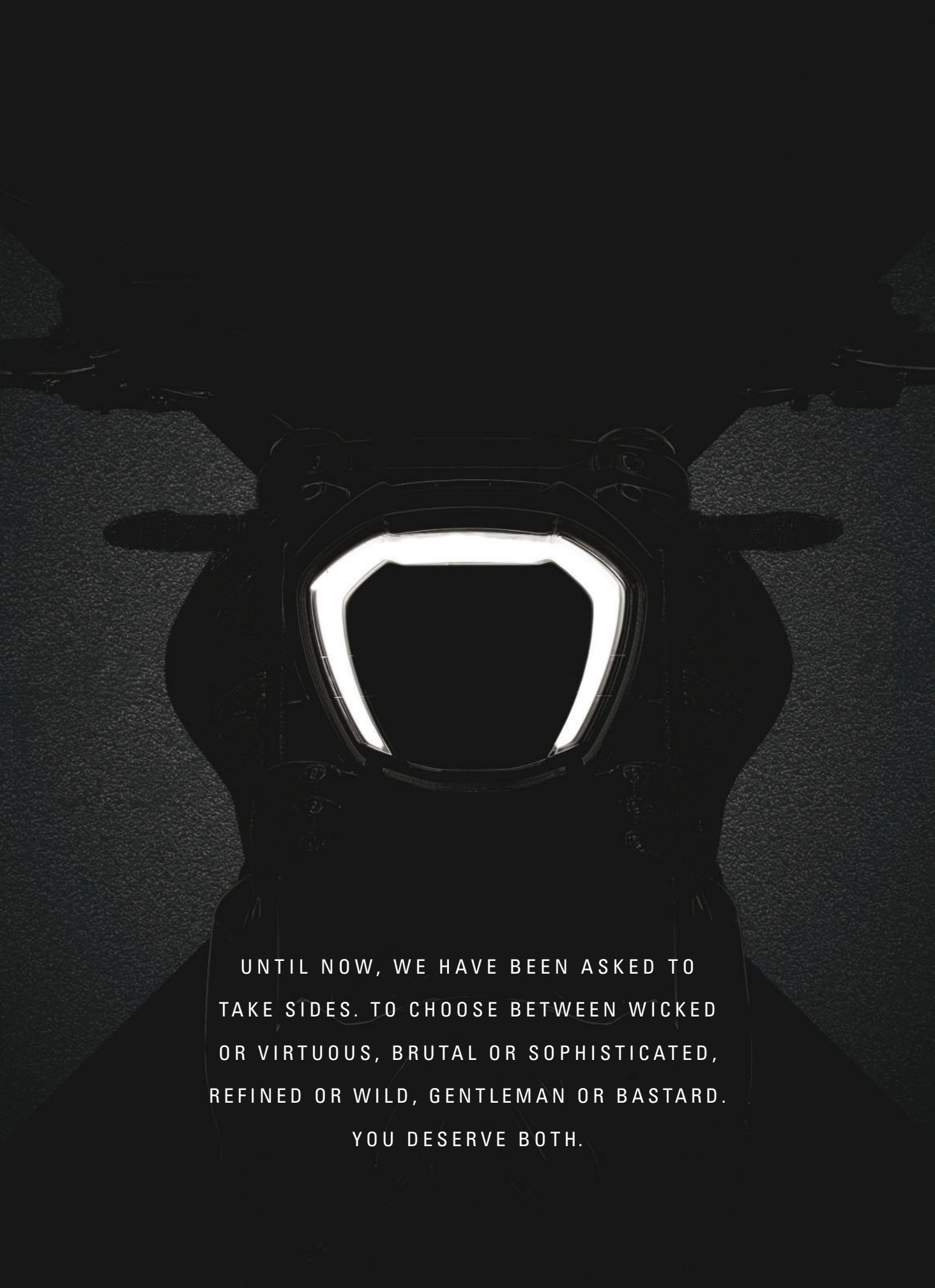
The world of wireless speakers has exploded in recent years. As prices drop and features become more and more advanced, now is the perfect opportunity to purchase your first, second, or even third wireless speakers for every occasion.

Altec Lansing has been synonymous with cutting-edge sound since 1927! The company officially formed in 1936 as the Altec Service corporation. Fast-forward to today and the Boomjacket is at the top of the wireless speaker game.

Let's do a quick rundown on the features: Wireless up to 50 feet? Check. Bluetooth with voice confirmation? Check. Speakerphone with caller ID and voice confirmation? Check. Water/sand/snow/dust/shockproof? Check. Only 2 pounds? Check. Up to 40 hours of battery life? Check.

So not only can this speaker play all the jams, but it can double as an external phone for your mobile device. But how does this necessarily apply to motorcycle owners? What separates the Boomjacket from other wireless speakers is that it's also mountable using the supplied mount. All this comes in at $199. At that price, even if you have one, it makes sense to pick up another just to leave mounted to your motorcycle.

■ **alteclansing.com**



UNTIL NOW, WE HAVE BEEN ASKED TO
TAKE SIDES. TO CHOOSE BETWEEN WICKED
OR VIRTUOUS, BRUTAL OR SOPHISTICATED,
REFINED OR WILD, GENTLEMAN OR BASTARD.
YOU DESERVE BOTH.

INTERROGATION

BOBBY SEEGER JR.

INFO:

SHOP:	Indian Larry Motorcycles
LOCATION:	Brooklyn, NY
WEBSITE:	indianlarry.com
HANDLE:	@indianlarrymotorcycles

DESCRIBE YOURSELF IN THREE WORDS.
I love laughter.

WHAT ARE YOU CURRENTLY BUILDING?
Some shelves in my house.

WHAT WAS YOUR FIRST BIKE?
1991 H-D FLTC.

WHAT IS YOUR ALL-TIME FAVORITE BIKE?
The "White Devil" Indian Larry chopper.

WHY DID YOU CHOOSE TO WORK IN THE MOTORCYCLE INDUSTRY?
I didn't choose to. I was tossed in by Larry.

PHOTO: BRYAN HELM

WHAT DO YOU THINK THE FUTURE OF CUSTOM MOTORCYCLES IS?
A handful of people will continue building, working, and running motorcycles with a look that is desired, but a larger group will just be building bikes for show that don't run.

WHAT IS YOUR GREATEST LIFE ACHIEVEMENT SO FAR?
Knowing how to enjoy every single moment in life.

WHAT HAS BEEN YOUR BIGGEST REGRET TO DATE?
I have no regrets.

WHAT INSPIRES YOU?
Everyday life and living it.

WHO ARE YOUR THREE ALL-TIME FAVORITE BIKE BUILDERS?
Indian Larry, Paul Cox, and John Asarasi.

ANY LAST WORDS?
Don't ever let anything stop you. *HB*

"A HANDFUL OF PEOPLE WILL CONTINUE BUILDING, WORKING, AND RUNNING MOTORCYCLES WITH A LOOK THAT IS DESIRED, BUT A LARGER GROUP WILL JUST BE BUILDING BIKES FOR SHOW THAT DON'T RUN."

DUCATI

the gentleman X the bastard



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FUTURE FORCE

THE CONFEDERATE MOTORS P51 FIGHTER COMBAT



Confederate Motors founder Matthew Chambers has never been one to be shy on bold designs. And to say that the looks of any of the Birmingham, Alabama-based Confederate Motors motorcycles are wild is a true understatement.

Since 1991 the world has seen several variants of the Hellcat and Wraith models, and now Confederate Motors has launched the second generation of the P51 Fighter Combat model you see here. From its unconditional front end to its solid carbon-fiber rear wheel, this mix of TIG-welded tubing and bolt-together billet aluminum is an amazing feat of engineering and a piece of gasoline-fed functional art.

The P51 Fighter Combat's bodylines are very industrial yet somehow streamlined. This is due in part to the backbone of the bike, which integrates both the CNC-machined 6061 T6 aluminum airbox and downdraft intake (complete with viewing porthole) to the front of the clear-windowed fuel tank. The back of the fuel tank also acts as the pivot for the bike's rear swingarm as well as a mount for the carbon-fiber and leather-appointed seat. It's a genius design indeed.

Up front the P51 Fighter Combat has a double wishbone monoshock sprung five-axis machined leading link girder fork that is just as well enough at home hanging in the Los Angeles' MOMA than banging out miles on Mulholland Drive.

WORDS: JEFF G. HOLT **PHOTOS:** JEFF G. HOLT AND JOHN ZAMORA **MODEL:** LEANNA DECKER



All this killer componentry and awe-inspiring design doesn't really mean a thing if this machine doesn't perform, and we can tell you that it indeed does. It's S&S X-Wedge-based powerplant provides more than 200 ponies of neck-breaking horsepower, and it delivers more than a pound-foot of torque for every 3 pounds of its less-than-500-pound mass.

We all know that having all of that horsepower is great, but if you don't have a good suspension and some mega brakes for this beast of an engine it is all for naught. This is why Confederate contacted Race Tech in Corona, California, for its superbike-like monoshock remote reservoir suspension and Beringer brakes for its supreme stopping power.

I was fortunate enough to ride this very bike for a few days before we shot it for the magazine. I can tell you that it is a true muscle bike with gobs of power but with some very prolific performance to back it up. It rides easy and is well balanced at low speeds, but the P51 Fighter Combat will practically tear your head off when running through the gears at wide-open throttle. The looks of this bike do not convey how well it does while canyon carving. After only a small initial suspension adjustment it ate up every one of the 100-plus miles of twisty roads I took it on.

In short, the P51 Fighter Combat is both a beefy beast and a total joy to ride under all the conditions and situations I took it through.

The bike, as you can imagine, is an attention getter with everyone at traffic intersections gawking like you just teleported this cycle through some sort of wormhole from the future. And quick gas stops now turn into hour-long Q&A sessions about every aspect of this "crazy-ass" (as it was referred more than one time) motorcycle. But all this attention comes with the territory when riding such a radical machine.





"IT RIDES EASY AND IS WELL BALANCED AT LOW SPEEDS, BUT THE P51 FIGHTER COMBAT WILL PRACTICALLY TEAR YOUR HEAD OFF WHEN RUNNING THROUGH THE GEARS AT WIDE-OPEN THROTTLE."

SEE THE BEHIND-THE-SCENES VIDEO NOW AT HOTBIKE.COM.



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And many of the owners of these bikes will appreciate that.

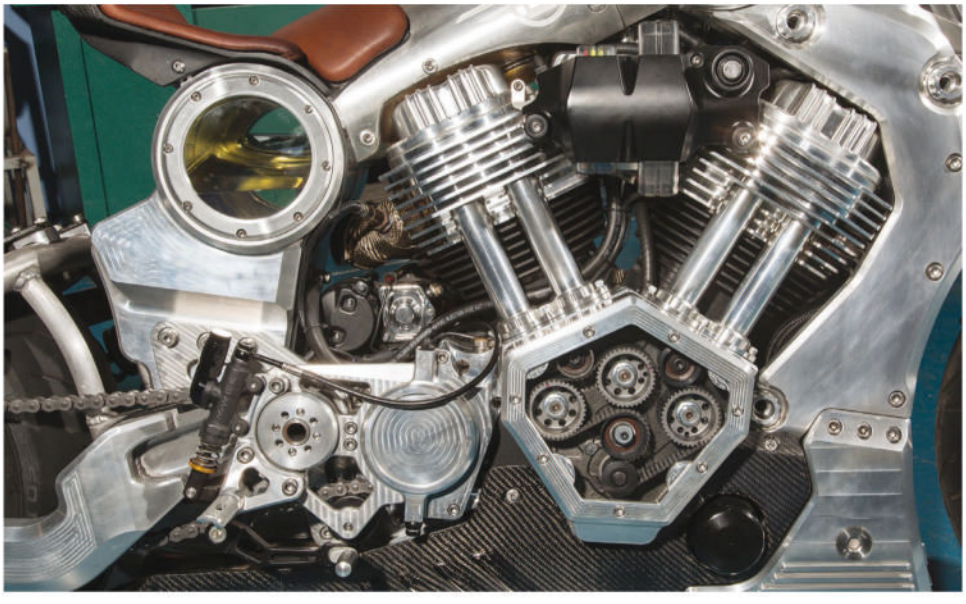
There will only be a limited amount of 61 P51 Fighter Combat models made in 2016. Thirty-one of them will be "blonde" or raw of the aluminum model you see here, and 30 of them will be black anodized and coated.

At the retail sum of a hair under $125,000, ownership of this bike is mainly restricted to a clientele of the rich and famous with owners of past generations of Confederate bikes ranging from big business tycoons to movie, sports, and rock stars, such as Tom Cruise, Brad Pitt, Steven Tyler, Ryan Reynolds, Eddie Van Halen, and some guy who kicks a ball around named David Beckham.

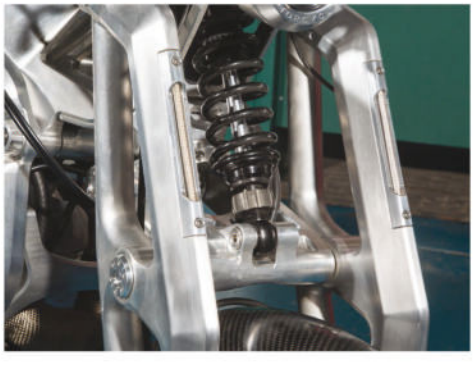
If you believe that due to the price of these vehicles there are a ton of spots on the waiting list left to buy a P51 Fighter Combat, you might just want to think again, as we are sure that at the time this issue of *Hot Bike* goes to press they just might well be sold out for the year.

In this world of motorcycling, somebody has to be the most radical, and somebody also has to command a high price tag for being as such. We are just glad it's the Confederate P51 Fighter Combat and that it's a made-in-the-USA machine built with American hands, know-how, perseverance, respect, and style. ***HB***













SPECIFICATIONS

GENERAL

OWNER	Matt Chambers
SHOP	Confederate Motor Co.
SHOP PHONE	(205) 324-9888
WEBSITE	confederate.com
YEAR/MAKE/MODEL	2016/Confederate/P51 Fighter Combat
FABRICATION	Confederate
BUILD TIME	1000-plus hours

ENGINE

YEAR/TYPE/SIZE	2016/S&S/132ci
BUILDER	S&S
CASES	S&S
CYLINDERS	S&S
HEADS	Kaase Racing
ROCKER BOXES	Confederate
CAMS	S&S
THROTTLE BODY	Confederate
AIR CLEANER	Confederate
EFI CONTROLLER	S&S
EXHAUST	Confederate

TRANSMISSION

YEAR/TYPE	2015/5-speed
GEARS	Andrews
CLUTCH	Bandit
PRIMARY DRIVE	Bandit

FRAME

YEAR/TYPE	2016/Confederate
RAKE	27°

SUSPENSION

FRONT END	Confederate/Race Tech
SWINGAR	Confederate
REAR SHOCK	Race Tech

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	BST/19 x 3.00
TIRE/SIZE	Pirelli/120 x 70 x 19
CALIPERS	Beringer
ROTORS	Beringer
REAR	
BUILDER/SIZE	BST/17 x 7.00
TIRE/SIZE	Pirelli/240 x 45 x 17
CALIPER	Beringer
ROTOR	Bernger
SPROCKET	Sprocket Specialist

FINISH/PAINT

MANUFACTURER	Confederate
COLORS	Raw Aluminum

ACCESSORIES

FRONT FENDER	Confederate
REAR FENDER	Confederate
GAS TANK	Confederate
DASH	Moto Gadget
GAUGES	Moto Gadget
HANDLEBARS	Confederate
GRIPS	Rizoma
MIRRORS	Rizoma
HAND CONTROLS	Beringer
FOOT CONTROLS	Rizoma
PEGS	Confederate
HEADLIGHT	Confederate
TAILLIGHT	Confederate
TURN SIGNALS	Rizoma
LICENSE MOUNT	Confederate
SEAT	Confederate

BUILD IT

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Cafe Starter Kit

MSRP $ 1,090 as shown



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2 GRIPS



3 CLIP-ON HANDLEBARS



4 CAFE GAUGE & HEADLIGHT RE-LOCATOR



5 L.E.D. INDICATOR



Cafe Racer Kit

MSRP $ 3,410 as shown



Limited Edition Points Cover included in Cafe Racer Kit

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6 AIR CLEANER



7 REARSETS



8 SLANT 2-INTO-1 EXHAUST



9 MISANO RISER PLUGS



10 LEVER SET



11 FRONT MASTER CYLINDERT COVER



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THE DEVIL'S RIGHT HAND

POP'S GARAGE FABRICATION REDUX

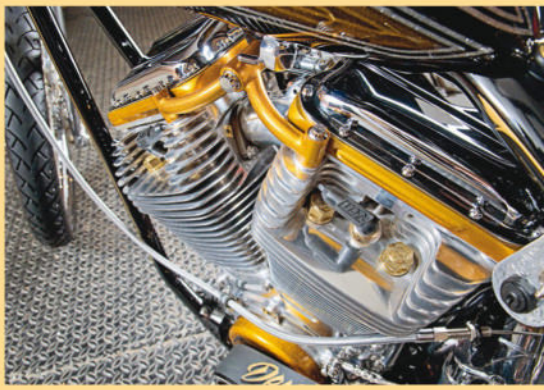
WORDS AND PHOTOS: NICK ERIKSON

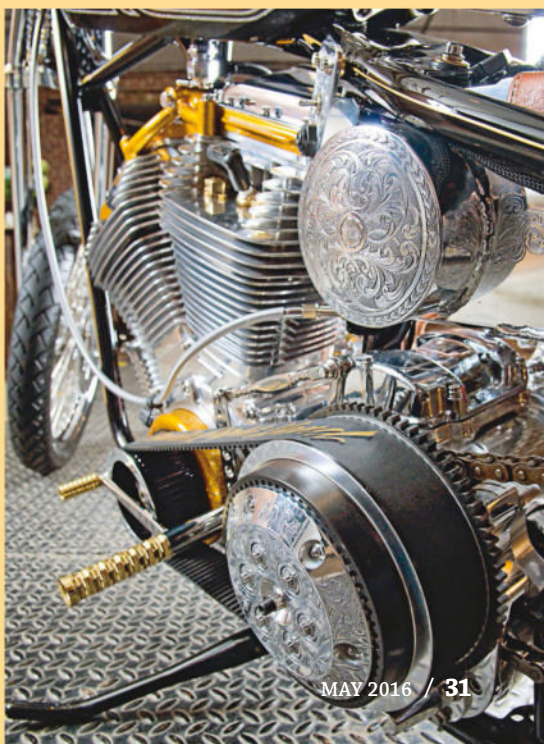
This bike has real history for me. When I was a know-nothing kid at the confused age of 21, I was able to work with Kirk Taylor at Custom Design Studios in the Bay Area of Northern California. I had just graduated from MMI in Phoenix a year prior but had hardly retained my everyday functions. Kirk was kind enough to employ me part time and show me the ways. I learned so much in those 10 months I was under his employment.

This was a key moment in my life—a turning point. We all have them. Some for better and some for worse. This was when and where my fire was lit. I wanted to build motorcycles. And Blood on Blood gave me my first taste. Blood on Blood was this bike's first christened name, after a Johnny Cash song.









FOR MORE ON THIS BIKE VISIT **HOTBIKE.COM**

"DEVIL'S RIGHT HAND, ANOTHER CASH SONG, WAS MY WAY OF KEEPING THE SOUL OF THE ORIGINAL BUILD ALIVE."



Devil's Right Hand, another Cash song, was my way of keeping the soul of the original build alive. The bike was first built for the Artistry in Iron competition in Las Vegas, and it was amazing. The whole process from start to finish was amazing. I couldn't get enough of it. This bike in its original form, to me, was a 10.

So why change it? Why take something iconic and distort, twist, and reform? Why not? It had been eight years, and the bike needed some love. In those eight years I had continued to follow my passion for metal forming and bike building. I had moved to the Atlanta area to work for another great visionary, and then last year I decided it was time to open up my own shop. I was tired of the limitations of working for someone and wanted to stretch my legs, as they say.

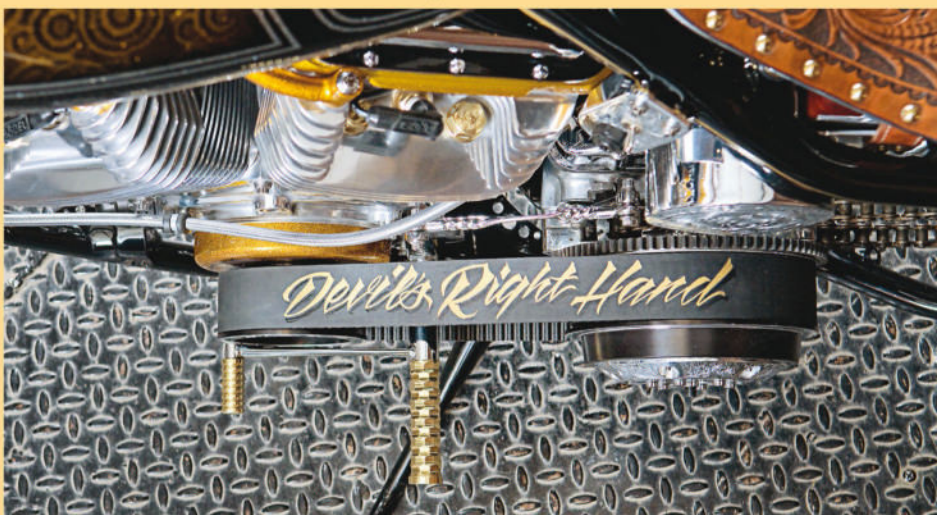
So when I was approached by the owner of Blood on Blood, it felt like it was all meant to be. At first, the owner only wanted to change a couple of things. He wanted to remove the air ride from the seat and change out the front end. But as it goes, in this industry things just snowballed. The next thing you know, the bike was on the bench naked as could be. We were down to the engine, transmission, frame, and tins.

One of the more notable and key aspects of this bike was the engravings done by Tay Herrera. We knew these had to stay. He had done such beautiful work on the oil bag, heat shields, clutch cover, brass knuckle kicker, and the gas cap, which had the owner's initials carved into it.

At first, the bike was going to stay red, but when we eliminated the forward controls and reformed that area we knew a change of color was a new option. The forward controls were replaced for some aggressive mid-controls. Hours of love and thought went into every aspect of this build, and for me it all started with the mids. Comfort with aggression. The mids were made in-house out of stainless and then polished. Toe pegs were turned down on the lathe out of solid brass, and the pegs are modified Bison Motorsports honeycomb. The linkage, along with both brake stays, is made from hand-twisted stainless hex rod. Got to keep it classy!

The front end was a special-order 6-inches-over Paughco springer. We ended up flipping the rockers to get the right riding height, which also gave it a very cool look. The bars were purchased from Zombie Performance and narrowed an inch. The engine is a RevTech 110 with Xzotic pan tops.

With all that power we needed some badass stopping power. We went with PM calipers front and rear—so shiny! The hand controls and rear master cylinder are Beringers. The Baker six-speed with kicker transmission is lifted up to allow for the Indian Larry hidden starter kit.



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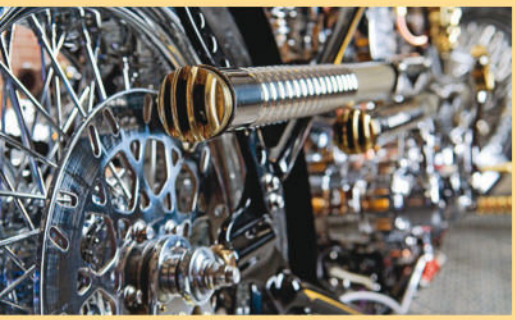


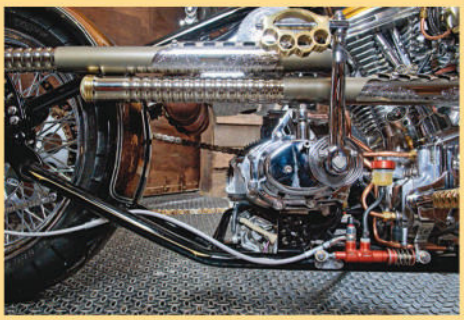


When it came to making the exhaust, I wanted to try something a little different than what I had done before. I'm obsessed with the ripple pipe sections made by McDonald Handmade. I contacted him and had him make up some stainless sections with a flared tip. The coating on the exhaust is a custom-colored, high-heat piston coating. The brass tips were a last-minute eBay score, which truly set the pipes off.

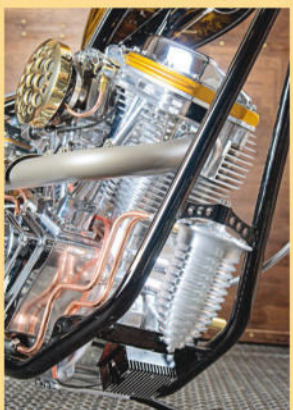
We wanted to keep the tooled-leather seat done by OB Leatherworks. The seat pan had been rolled out by Bryan Schimke at TPJ Cycles, so that had to stay also. I ended up using Chopper Shox to support the seat and help preserve the customer's back. Keeping with the leather theme, I made a belt to hold down the battery cover. I was able to make the buckle on the belt by twisting stainless hex rod. The buckle turned out to be way more complicated than I thought it was going to be.

Joe Patterson at JDK Collision did the paint. Joe knocked it out of the park on this paint job. When we decided to change the color of this bike, we had talked about gold—not only gold but a metallic gold, almost like honey—and a black with unfathomable depth. Joe's execution was perfect. I remember sending a picture to Kirk when the bike was complete and being very nervous about his reply. But as usual, Kirk was super chill and happy with the way things turned out. The best part was how excited the customer was to ride this golden chariot around the streets of Atlanta. ***HB***











SPECIFICATIONS

GENERAL

OWNER	G.M.E.
SHOP	Pop's Garage Fabrication
WEBSITE	popsgaragefab.com
YEAR/MAKE/MODEL	'07/CDS/Cowboy Chopper
FABRICATION	Nick Erickson/Kirk Taylor
BUILD TIME	8 months

ENGINE

YEAR/TYPE/SIZE	'07/RevTech Pan top/Evo bottom/110
BUILDER	Pop's Garage Fabrication/CDS
CASES	None pending
CYLINDERS	RevTech
HEADS	RevTech
ROCKER BOXES	Xzotic Pan Tops
CARBURETOR	Mikuni
AIR CLEANER	Honeycomb
EXHAUST	Pop's Garage Fabrication

TRANSMISSION

YEAR/TYPE	'07/Baker/6-into-4
CLUTCH	Tech/Bandit
PRIMARY DRIVE	Tech Products

FRAME

YEAR/TYPE	'07/Cowboy Chopper CDS
RAKE/STRETCH	34°/4 up, 2 out

SUSPENSION

FRONT END	
LENGTH	Paughco 6 over
TRIPLE TREES	Paughco
SWINGARM	Rigid Frame

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	Drag Specialties
TIRE/SIZE	Metzeler/21 in.
CALIPERS	Performance Machine
ROTORS	Biker's Choice
REAR	
BUILDER/SIZE	Drag Specialties
TIRE/SIZE	Metzeler/18 in.
CALIPER	Performance Machine
ROTOR	Biker's Choice
SPROCKET	PBI Sprockets

FINISH/PAINT

MANUFACTURER	House of Kolor
COLORS	Silver Mini Sparkle/Pagan Gold Candy/Root Beer Candy/Deep Black
PAINT/GRAPHICS	Joe Patterson/JDK Collision
PLATING/POLISHING	Pop's Garage Fabrication
POWDERCOATING	Miller's Powdercoating
PHOTOGRAPHY	Hollie Lytle, Lytle Foto

ACCESSORIES

REAR FENDER	Pop's Garage Fabrication/CDS
GAS TANK	Pop's Garage Fabrication/CDS
HANDLEBARS	Pop's Garage Fabrication/Zombie Performance
GRIPS	RSD
MIRRORS	Speed Dealer Customs
HAND CONTROLS	Beringer Brakes
FOOT CONTROLS	Pop's Garage Fabrication
PEGS	Pop's Garage Fabrication/Bison Motorsports
HEADLIGHT	CDS
TAILLIGHT	Fab Kevin
LICENSE MOUNT	Fab Kevin
SEAT	TPJ Customs/Tommy T., CDS R.I.P.

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KING30

MAD SKILLS

King30 isn't only a bike build. It's about the evolution of the skill set that leads to the bagger's creation—specifically, David Rautenberg's genesis from garage builder to full-time professional.







After working many years as a mechanic for various motorcycle dealers, David was hungry for something more. He began building and experimenting in his home garage and transitioning into the creative end of the custom spectrum. The outcome of those early days was a burgundy chopper with an inverted front end, fully equipped with air ride, and a nasty S&S-based powerplant. From there, he couldn't go back. He was thoroughly hooked on creating his own iron.

After realizing his love of the creative freedom that build provided, David pursued his custom builds full time. A lot of blood, sweat, and paperwork later, PDR Performance was up and running. The shop opened its doors in the summer of 2007 and has moved full throttle ever since. From full-custom builds to general day-to-day mechanic work, no job is too big or too small for David and his small crew. "PDR Performance has quickly established itself as a well-known shop in the Carolinas," David tells us. "But we're steadily expanding our presence across the country."

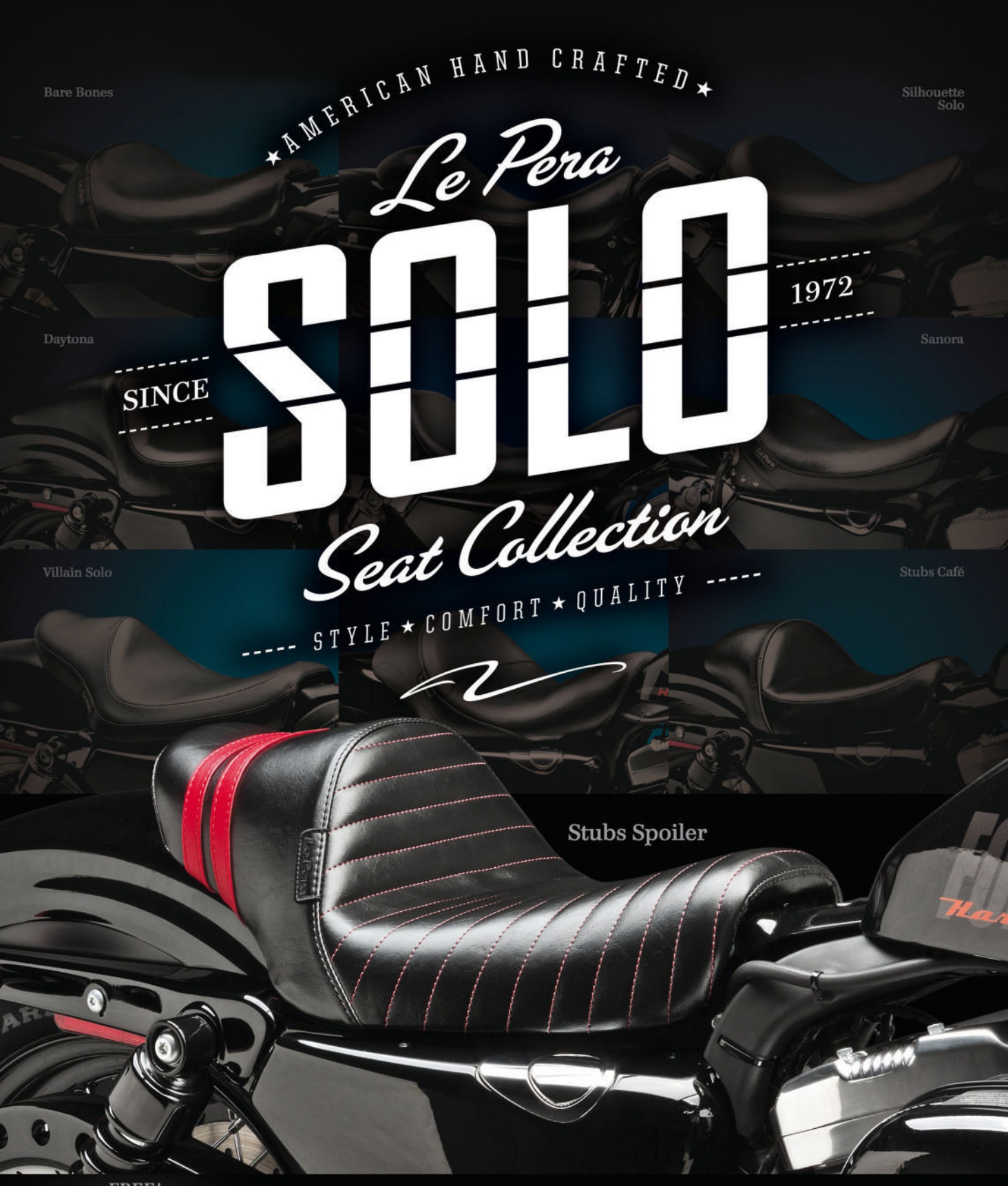
The bike David dubbed King30 was built with the intention of being classy and having smooth-flowing lines: "I think we hit that on the head," he says. "To me a lot of guys just throw a ton of money at a bike and lose focus on what really matters. It has to flow and have the right lines from panel to panel like an Italian sports car." Which it does, thanks to the combo plate of David's fabrication skills pulling together the Detroit Choppers FL front tire skin, Yaffe stretched tank, and TOL back fender into a sleek, sexy beast.

This build took PRD Performance 30 days from start to finish, going under the knife as an anniversary edition Harley-Davidson Road King. According to David: "It rides and handles like a dream with 5 inches of tunable suspension. After you enjoy your ride hit the switch, let the MRI center-stand down to let the air out, and let this beast stand at attention."

King30 is pretty slick. What it really represents, though, are countless hours of a man learning the ropes of custom bike building followed by making the leap to full-time shop operator. ***HB***







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SPECIFICATIONS

GENERAL

OWNER	Rob Barkley
SHOP	PDR Performance
SHOP PHONE	(843) 457-1420
YEAR/MAKE/MODEL	2003/Harley-Davidson/Road King
FABRICATION	In-house
BUILD TIME	30 days

ENGINE

YEAR/TYPE/SIZE	'03/H-D/96ci
BUILDER	David Rautenberg
CASES	Stock
CYLINDERS	Stock
HEADS	Stock
ROCKER BOXES	Stock
CAMS	Andrews
THROTTLE BODY	Stock
AIR CLEANER	Stock
EFI CONTROLLER	Stock
EXHAUST	Custom 2-into-1

TRANSMISSION

YEAR/TYPE	'03/H-D
GEARS	Stock
CLUTCH	Stock
PRIMARY DRIVE	Stock

FRAME

YEAR/TYPE	2003/H-D/Road King
RAKE/STRETCH	American Suspension

SUSPENSION

FRONT END	PDR full air ride with H-D chrome lowers
LENGTH	4 in. over
TRIPLE TREES	American Suspension
SWINGARM	Stock
REAR SHOCKS	PDR full air ride

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	One-off Ride Wright 30-in.
TIRE/SIZE	Monster/30 in.
CALIPERS	H-D
ROTORS	Ride Wright 13 in.
REAR	
BUILDER/SIZE	Stock
TIRE/SIZE	Stock
CALIPER	Stock
ROTOR	Stock
PULLEY	Stock

FINISH/PAINT

MANUFACTURER	PDR Performance
COLORS	Black, Burgundy & Gold
PAINT/GRAPHICS	Carbon Fiber
PLATING/POLISHING	Classic Chrome
POWDERCOATING	Specter Powder

ACCESSORIES

FRONT FENDER	Detroit Chopper FL
REAR FENDER	TOL Comp Killa
GAS TANK	Yaffe
DASH	Yaffe
HANDLEBARS	Bars by Lupe
GRIPS	Performance Machine
MIRRORS	Arlen Ness
HAND CONTROLS	Stock
FOOT CONTROLS	Performance Machine
FLOORBOARDS	CamTech
HEADLIGHT	Dirty Bird
TAILLIGHT	PDR
TURN SIGNALS	PDR
LICENSE MOUNT	Dirty Bird
SEAT	Bench seats double-stitched diamond suede and leather

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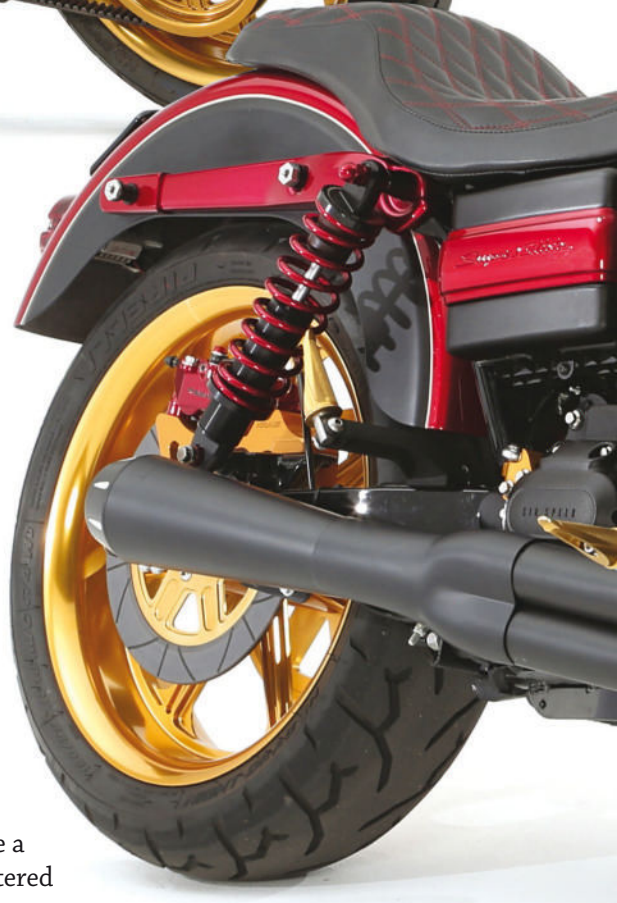
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The Art of Function

ALLOY ART'S CROSSOVER DYNA

For some custom-bike builders, it used to be considered blasphemy to run any non-OEM products on a build. If it wasn't in the P&A, the answer was no way. Then there were a few agreed acceptable aftermarket companies that have catered exclusively to the V-twin crowd that made up the majority of the aftermarket parts. But today, especially within the performance Dyna crowd, it seems like the aftermarket is wide open and has even become socially acceptable to run metric parts! Wait, what?



WORDS AND PHOTOS: JOHN ZAMORA

Alloy Art has been in the parts game since 1996 starting with its Gooden-Tite handlebar bushings. Since then, it has concerted on making parts that are not only good but have inherent function built in. Once the walls of segregation were taken down, a few companies like Alloy Art saw the opportunity to adapt some great-performing products, at a fraction of the cost, as well as create its own line of high-quality products to improve the performance of any V-twin.

HB: WHAT WAS THE PURPOSE OF BUILDING THE BIKE?

AA: The purpose of the bike was all about performance and to create a "slight" crossover between Harleys and the metric world, I guess.

HB: WHAT ARE SOME OF THE MOST INNOVATIVE PRODUCTS YOU RUN?

AA: Some of the latest and greatest products would be the Alloy Art stabilizer combination front and rear kit. The Speed Merchant skid plate with integrated Alloy Art shooter taillights converted to driving lights and the Lazer Star 6 LED bar are also pretty new.

FOR MORE ON THIS BIKE VISIT
HOTBIKE.COM

HB: ONE OF THE MOST STRIKING FEATURES OF THIS BIKE IS THE GOLD/RED/BLACK COLOR COMBINATION. HOW DID YOU COME UP WITH SUCH A DYNAMIC COMBO THAT WORKS SO WELL?

AA: Basically the color combo was a result of the paint, which was done by my boy Andrew at Paint by Bondo. I gave him free range on the colors to use, and I designed the rest of my bike around that.

HB: IS IT ALL BEAUTY AND NO BRAWN? HOW DOES THE BIKE PERFORM?

AA: Performance-wise, the bike tracks and handled like a performance sportbike thanks to a lot of help from the custom Race Tech front springs and gold valve emulators accompanied by the Street Merchant fork adjusters. In the rear, the Legends Revo 13-inch shocks complement the built 107-inch motor. Overall it makes about 116 horsepower and 118 pound-feet of torque. Basically the bike rips!

HB: ONE OF THE EXAMPLES WHERE WE SEE THE CROSSOVER IS THE BRAKING. WHAT DID YOU DO DIFFERENTLY THERE?

AA: The stopping power is nothing short of incredible thanks in large part to Lyndall Racing rotors combined with Tokico calipers front and rear. ***HB***



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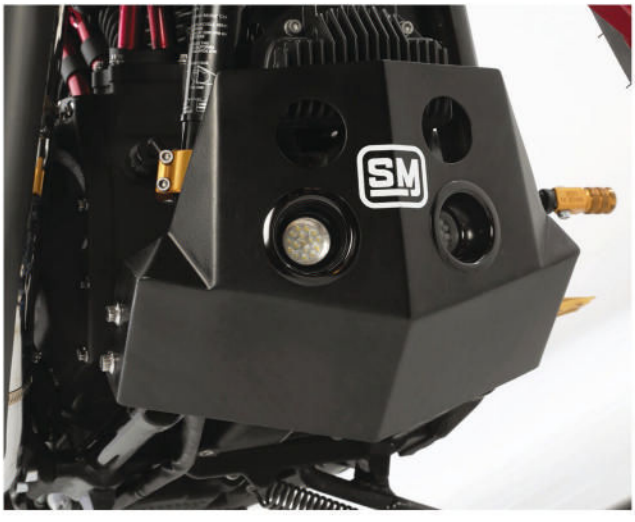


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SPECIFICATIONS

GENERAL

OWNER	Justin McGinnis
SHOP	Alloy Art
SHOP PHONE	(626) 963-5021
WEBSITE	alloyart.com
YEAR/MAKE/MODEL	2011/Harley-Davidson/FXDC
BUILD TIME	1.5 years

ENGINE

YEAR/TYPE/SIZE	2011/H-D Twin Cam/107 in.
BUILDER	Alloy Art
CASES	H-D
CYLINDERS	H-D
HEADS	Diamond Bar Choppers
ROCKER BOXES	H-D
CAMS	Dave Mackie 575L
THROTTLE BODY	50mm Head Hoggers
AIR CLEANER	Alloy Art
EFI CONTROLLER	Screamin' Eagle Super Tuner
EXHAUST	Bassani 2-into-1 Road Rage 2

TRANSMISSION

YEAR/TYPE	2011/H-D
GEARS	6-speed
CLUTCH	Barnett extra disc clutch w/ billet spring plate
PRIMARY DRIVE	H-D

FRAME

YEAR/TYPE	2011/H-D
RAKE/STRETCH	Stock

SUSPENSION

FRONT END	Black DLC-coated tube w/ Race Tech springs and gold emulators, Speed Merchant adjusters
LENGTH	Stock
TRIPLE TREES	Alloy Art
SWINGARM	H-D
REAR SHOCKS	Legend Revo 13.5-in. w/ Candy Red springs

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	Alloy Art 7 Spoke/21 x 3.5 in.
TIRE/SIZE	Pirelli/120/70-21
CALIPERS	Tokico Dual Calipers
ROTORS	Lyndall Racing
REAR	
BUILDER/SIZE	Alloy Art 7-spoke/18 x 5.5 in.
TIRE/SIZE	Pirelli/180/55-18
CALIPER	Tokico
ROTOR	Lyndall Racing
PULLEY	Alloy Art 7-spoke

FINISH/PAINT

COLORS	Ember Red Sunglow/Flat Denim Black/Vanilla Shake pinstripe
PAINT/GRAPHICS	Paint by Bondo
PLATING/POLISHING	Anodizing Industries
POWDERCOATING	The Powder Pro

ACCESSORIES

FRONT FENDER	H-D
REAR FENDER	H-D
GAS TANK	H-D
DASH	H-D
GAUGES	RSD fuel caps w/ LED and Dakota Digital speedo
HANDLEBARS	14-in. West Coast T-Bars
GRIPS	MX
MIRRORS	H-D
HAND CONTROLS	H-D w/ Oberon Levers
FLOORBOARDS	Speed Merchant Pegs/Alloy Art MX Toe Peg and Shift Rod
HEADLIGHT	River Engineering LED
TAILLIGHT	LED low-profile light
TURN SIGNALS	Alloy Art Strut Lights w/ MBW front wraparounds
LICENSE MOUNT	Hot Top Laydown
SEAT	H-D w/ down and stitched by @TheSeatGuy
STABILIZER	Alloy Art
SKID PLATE	Speed Merchant w/ Alloy Art LED Light Kit
FAIRING	Memphis Shades Gauntlet
LIGHT BAR	Lazer Star LED

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THE SILENCE OF THE HOG

IT PUTS THE HARLEY IN THE BASKET





WORDS: MARK MASKER
PHOTOS: STEVEN SPOONS
MODEL: HEATHER LEE

Characterized as a basket case's basket case, this hog wasn't in the best shape before Lucky Clover Cycles in Port Orange, Florida, doctored it back to health. For two decades, it sat silent waiting for someone—anyone—to show it some love.

Dennis Ketzes is a part-time employee of the shop and long-time friend of shop owner Bob McNamara. Over the years, Dennis has been known to have many, many motorcycles. For three years, he had been telling Bob this story about a Knucklehead he bought that was sitting in pieces back in Philadelphia.

So the story goes that back in 1994, he went searching for a Knucklehead to add to his collection. Quickly, he finds *just* what he is looking for: a complete, running 1941 Harley-Davidson Knucklehead! Too good to be true? Well, maybe. Let's just say Dennis has a propensity to be, uh, frugal. He low-balled and haggled, and, in the end, lost the deal over a mere $500.

The very next day, however, Dennis came across another Knucklehead. Not wanting to pass up another opportunity, he jumped on the sale and paid $4,500 for a mostly complete bike…in boxes—a basket case that had sat for 22 years, unloved and untouched.

So there Bob and Dennis were, three years after Bob originally heard of Dennis' find. Three years of Bob busting his balls to actually build it. And then one day, there it was—in all its glory—sitting on Bob's shop floor. Boxes and boxes full.

With Dennis' help, and in line with his vision, the two guys carefully pieced it back together into the bobber-style bike you see today.

Living in Florida and dealing with its random weather, Dennis decided not to stick with a true bobber but rather to add a front fender that would sit low on the forks. Using only Sportster rear fenders for both the front and back, Bob and Dennis welded and modified each to create just the perfect look and fit.

FOR MORE ON THIS BIKE VISIT
HOTBIKE.COM







The motor and transmission were rebuilt using all NOS parts. No modifications were made to the original rolling chassis in order to maintain its authentic feel. This is that "one-kick" bike that everyone dreams about!

Bob says they couldn't be happier with the paint. It came back impeccably done, with an excellent turnaround time. Killer Kreations in Philadelphia did beautiful work with fantastic customer service.

And last but not least, the most special, personal touch came in the form of the seat. Once owned by the uncle of Dennis' good friend, Bobby Lopez, the original 1951 Panhead leather seat was graciously passed down to Dennis after the loss of this great friend. RIP, Bobby. ***HB***

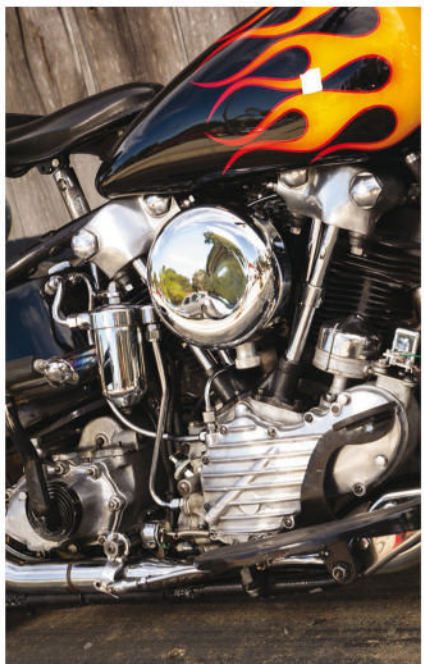



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SPECIFICATIONS

GENERAL

OWNER	Dennis Ketzes
SHOP	Lucky Clover Cycles (formerly Tough Love Cycles)
SHOP PHONE	(386) 760-3929
WEBSITE	luckyclovercycles.com
YEAR/MAKE/MODEL	1941/Harley-Davidson/FL Knucklehead
FABRICATION	Lucky Clover Cycles
BUILD TIME	45 days

ENGINE

YEAR/TYPE/SIZE	1941/Harley-Davidson Knucklehead/74ci OHV
BUILDER	Bob McNamara
CASES	Harley-Davidson
CYLINDERS	Harley-Davidson
HEADS	Harley-Davidson
ROCKER BOXES	Harley-Davidson
CAMS	Harley-Davidson
THROTTLE BODY	Linkert M35
AIR CLEANER	Paughco Modified
EXHAUST	Paughco Modified

TRANSMISSION

YEAR/TYPE	1941/Harley-Davidson 4-speed tank shift
GEARS	Harley-Davidson
CLUTCH	Harley-Davidson foot clutch
PRIMARY DRIVE	Harley-Davidson

FRAME

YEAR/TYPE	1941/Harley-Davidson
RAKE/STRETCH	Stock

SUSPENSION

FRONT END	OEM springer
LENGTH	Stock
SWINGARM	For sissies!

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	OEM 16 in.
TIRE/SIZE	OEM 16 in.
CALIPERS	OEM
ROTORS	OEM
REAR	
BUILDER/SIZE	OEM 16 in.
TIRE/SIZE	Firestone Deluxe 5 x 16 in.
CALIPER	OEM
ROTOR	OEM
PULLEY	OEM

FINISH/PAINT

MANUFACTURER	PPG
COLORS	Black with Yellow-Orange-Red Flames
PAINT/GRAPHICS	Killer Kreations

ACCESSORIES

FRONT FENDER	Rear Sportster modified
REAR FENDER	Rear Sportster modified
GAS TANK	Flatside Shovelhead
DASH	Cat eye
GAUGES	V-twin
HANDLEBARS	OEM
GRIPS	Reproduction OEM
MIRRORS	Reproduction OEM
HAND CONTROLS	Tank shift
FOOT CONTROLS	Foot rocker clutch
FLOORBOARDS	OEM
HEADLIGHT	V-twin
TAILLIGHT	Donkey Dick
TURN SIGNALS	Hands
SEAT	1951

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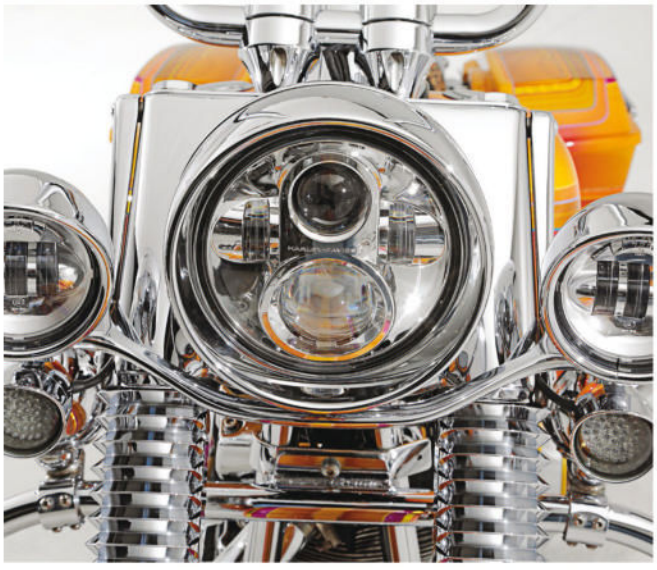
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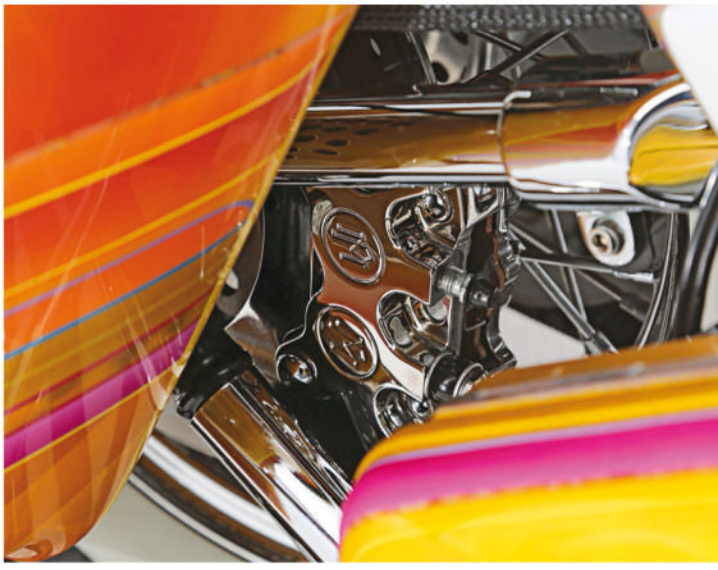
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HOME WRECKER

RIDING THIS FAT BOY UNTIL THE WHEELS COME OFF



It all started back in 2009 when my dad and I went to the local Harley dealer to buy parts for his bike. On the way out we spotted a Pearl White 2004 Fat Boy. The bike had only 1,200 miles on it and was basically new. We began talking to the sales manager, and my dad already knew him, so we immediately started talking numbers. Next thing you know I was riding her home.

The whole way home I was making plans in my head to customize it, but I knew this wouldn't happen overnight. I already knew I wanted to build a straight gangster-style Vicla with loud pipes and apes. I also knew it wouldn't be easy either, so little by little I did things to it. I had some bad misfortunes along the way, including the back wheel coming off on the freeway and then getting rear-ended.

It was after that incident I decided to change the color, but before I got her painted I had my club president Jorge Maldonado stretch my rear fender, shave the taillight and seat holes, and add a badass stereo system. Although people tried to talk me out of painting it and I liked the Pearl White, it was just played out and wasn't doing it for me. I looked around for painters, but I wasn't really finding anybody out there who had any good ideas. In my head I knew I wanted an out-of-the-box paint job, and if I wanted to take it to the next level, I had to take it to the one and only Danny D. in order to achieve that. So



FOR MORE ON THIS BIKE VISIT **HOTBIKE.COM**



"HE ASKED ME FLAT OUT ON A LEVEL FROM ONE TO 10 WHAT KIND OF PAINT JOB I WANTED. I LAUGHED AND SAID A 15!"

one day I went to a car show and ran into my homie Jose Beltran, and I saw his beautiful badass drop-top '65 Impala known as Love Street. We started talking, and I told him about wanting a Danny D. paint job, and he said he would take me to him. So one day we took a drive to his shop, and we talked to Danny about a possible paint job. He asked me flat out on a level from one to 10 what kind of paint job I wanted. I laughed and said a 15! I told him I want a paint job that once people look at my bike they won't forget about it. I told him he was free to do whatever he wanted, but I did tell him no pink.

While the bike was at paint I had Pat at Militia Cycles do all wiring and throttle internally and added a hydraulic clutch. A few months went by, and the parts were ready to be picked up. All I can say is it was way more than I expected. I was like a little kid on Christmas morning! I couldn't wait to put her together to take her to the Santa Barbara car show. That's where my club brothers Jorge Maldonado, Jose Rodriguez, and I pulled an all-nighter to get her ready. I ended up taking home first place. When I finally got home I took her out for the first ride, and wouldn't you know the bad luck continued. As I was coming down the freeway a truck in front of me ran over a two-by-four, and it flew back and hit my saddlebag and chipped the left bag.

I called Danny D. to let him know what happened and told him to add the pink—and still to this day I regret not letting him do it the first time. I must say the pink really makes it pop. I would like to give a special thanks to my dad, Leonel Gonzalez, for all the support and helping me get my first bike and getting me into bikes. My club brothers Jorge Maldonado and Jose Rodriguez for all the late nights and hard work throughout this adventure. Finally, Jose Beltran for introducing me to the one-and-only Danny D., Pat at Militia Cycles, and most importantly the man upstairs. ***HB***




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SPECIFICATIONS

GENERAL

OWNER	Mike Gonzalez
SHOP	Militia Cycles
SHOP PHONE	(949) 348-2732
YEAR/MAKE/MODEL	2004/Harley-Davidson/Fat Boy
FABRICATION	Jorge Maldonado/Jose Rodriguez
BUILD TIME	7 months

ENGINE

YEAR/TYPE/SIZE	2004/H-D/88 in.
BUILDER	H-D
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
CAMS	H-D
THROTTLE BODY	H-D
AIR CLEANER	Arlen Ness
EFI CONTROLLER	H-D
EXHAUST	Samson headers w/ custom-made mufflers

TRANSMISSION

YEAR/TYPE	2004/H-D
GEARS	5-speed
CLUTCH	Performance Machine hydraulic clutch
PRIMARY DRIVE	H-D

FRAME

YEAR/TYPE	2004/H-D
RAKE/STRETCH	Stock

SUSPENSION

FRONT END	Progressive w/ Arlen Ness lowers
LENGTH	2 in. lowered
TRIPLE TREES	H-D
SWINGARM	H-D
REAR SHOCKS	Shotgun Shock air ride

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	Landmark diamond-cut spokes/21 in.
TIRE/SIZE	Avon whitewall/21 x 3.5 in.
CALIPERS	Performance Machine
ROTORS	H-D
REAR	
BUILDER/SIZE	Landmark diamond-cut spokes/16 in.
TIRE/SIZE	Avon whitewall/16 in.
CALIPER	Performance Machine
ROTOR	H-D
PULLEY	H-D

FINISH/PAINT

MANUFACTURER	Axalta Paint
COLORS	Danny D. Select Custom Mix
PAINT/GRAPHICS	By El Jefe De Pintura De Los Angeles Don Danny D.
PLATING/POLISHING	Peter Tapai Anaheim Plating

ACCESSORIES

FRONT FENDER	H-D
REAR FENDER	H-D Extended 4 in.
GAS TANK	H-D
DASH	H-D
GAUGES	H-D
HANDLEBARS	18-in. Carlini Gangster apes w/ 2-in. Player risers
GRIPS	Performance Machine
MIRRORS	H-D Teardrop
HAND CONTROLS	Performance Machine
FOOT CONTROLS	H-D
FLOORBOARDS	Eddie Trotta
HEADLIGHT	H-D LED
TAILLIGHT	Custom
TURN SIGNALS	Custom
LICENSE MOUNT	H-D
SEAT	The Seat Guy
STEREO	Jorge Maldonado
AMPLIFIER	JL Audio w/ iPod hookup
SPEAKERS	(4) Alpine 6 x 9 and (2) 6 in.



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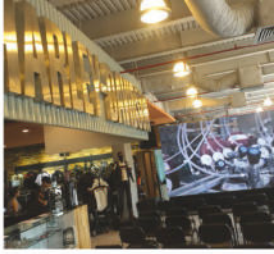












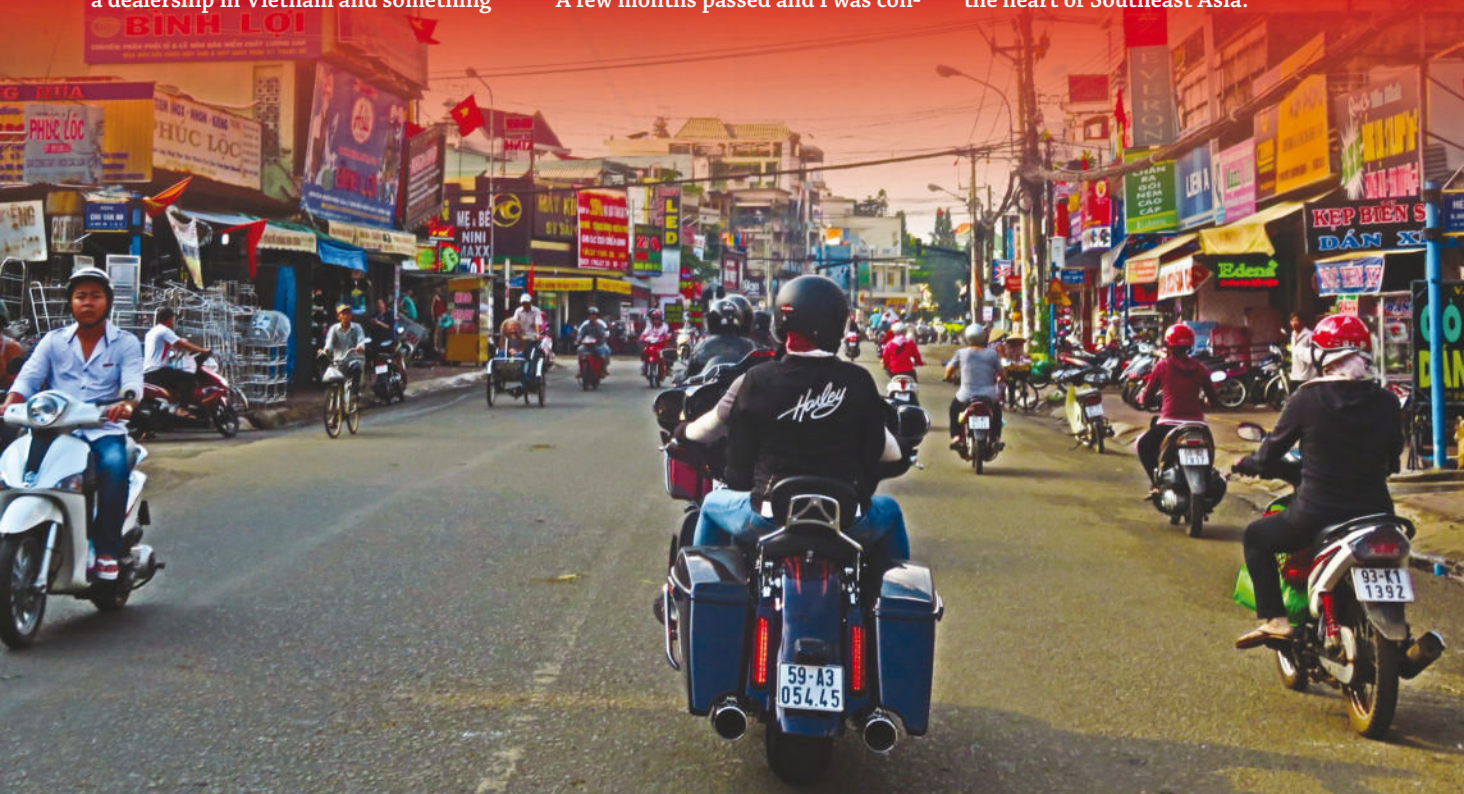
SAIGON SPEED WEEK

IN COUNTRY ON TWO WHEELS

WORDS AND PHOTOS: JEFF G. HOLT

It all started with a message I received from a longtime pal of mine, Danny Wilson. The gist of it was something about him now working for Harley-Davidson as a contractor in emerging markets. There was also something in the message about an Aussie expatriate who opened a dealership in Vietnam and something called Saigon Speed Week. By the time the message ended there was an invite on the table as well as a flight and hotel for a week. Being a red-blooded American I was little fuzzy on the whole Vietnam thing, but being ever the adventurer, I hit him back with two letters: "O" and "K."

A few months passed and I was contacted via email by the principle partner of Harley-Davidson of Saigon and founder of Saigon Speed Week Lawson Dixon regarding firming up the plans of trip. After a few more months flew by, I was on a plane headed for a long flight to Hong Kong and a little one to Saigon's Ho Chi Minh airport deep in the heart of Southeast Asia.









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In all truthfulness, as I was in the air high over the Pacific Ocean, I wasn't feeling overjoyed that I agreed to go to this country, since all of the knowledge I possess about it was a shitty war and some even shittier war movies.

When I arrived at the airport, got my visa sorted out, found my checked bag, and finally made it through customs with a weeklong travel visa in hand, it was almost 2 a.m. I was greeted by Danny and his good friend Matt Harrington, who was also in town from Thailand (by way of Australia) for Saigon Speed Week.

The next day we hit the dealership. I finally met Lawson face to face and was welcomed as if I had known him for years. After looking around the sales floor, service area, and parts department of the dealership all I can say was how impressed I was at both how large it was as well as how many bikes were either being sold or were in for routine service. Danny and Matt also spent the past week getting the dealership's new Dynojet dyno up and running, and he already had more than a few of the local riders lined up that morning waiting to know what horsepower their already souped-up bikes possessed.

"AFTER LOOKING AROUND THE SALES FLOOR, SERVICE AREA, AND PARTS DEPARTMENT OF THE DEALERSHIP ALL I CAN SAY WAS HOW IMPRESSED I WAS AT BOTH HOW LARGE IT WAS AS WELL AS HOW MANY BIKES WERE EITHER BEING SOLD OR WERE IN FOR ROUTINE SERVICE."











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The first day of Saigon Speed Week consisted of Dyno Shootouts and HOG Chapter meetings and rides. The rest of the week was filled with more dyno runs, a two-day 380-kilometer ride, tech courses on performance, a women-only riding clinic, a live rock concert, and a few choice meet-and-greet parties along the way.

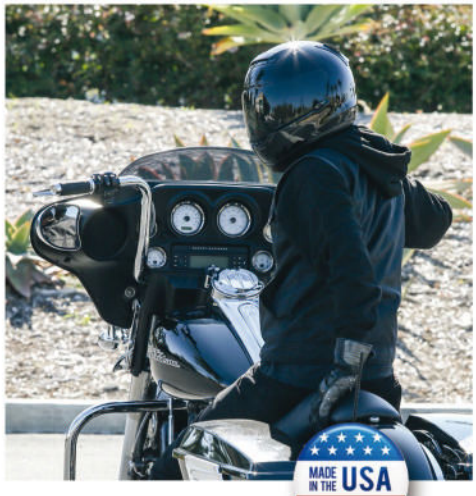








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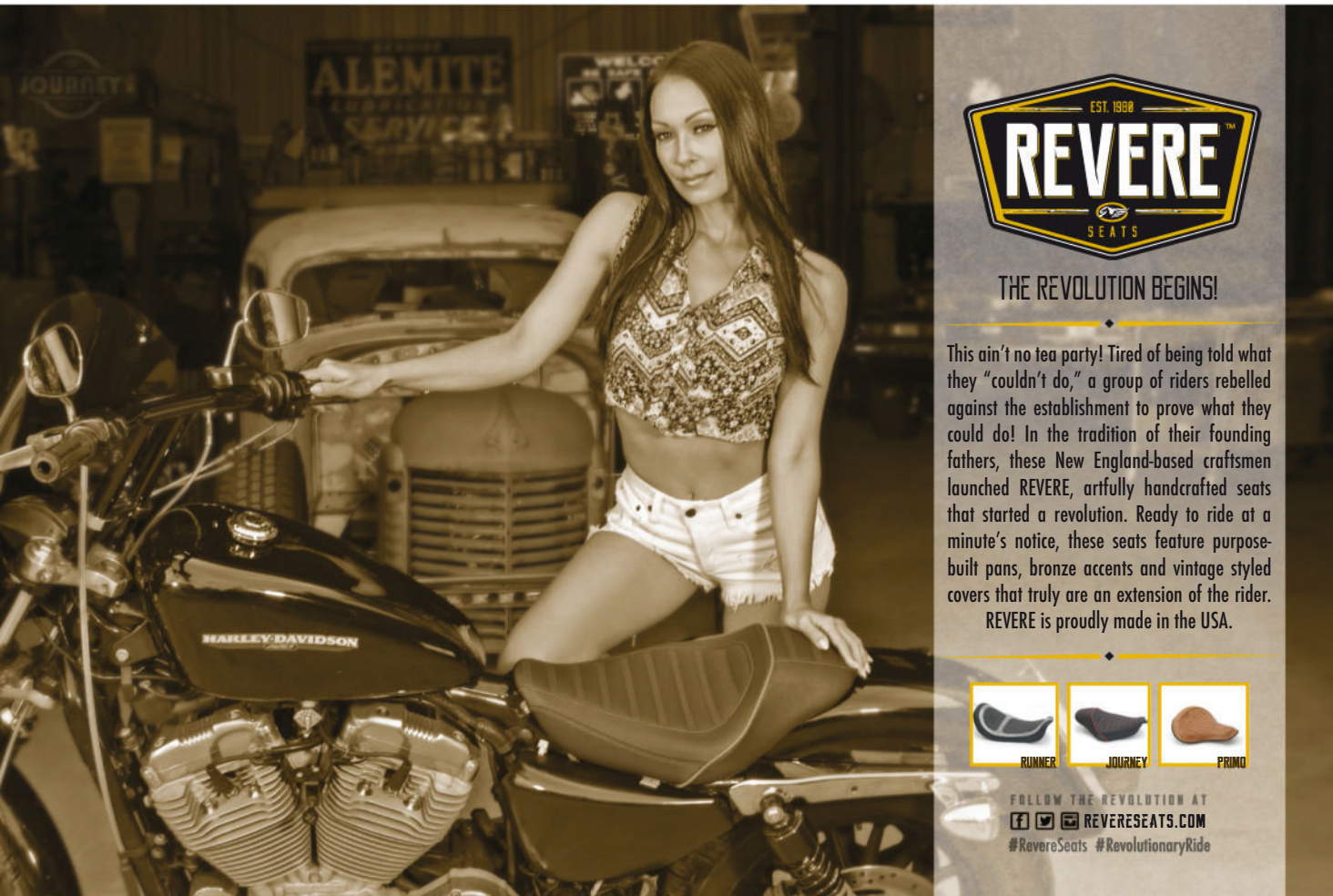








After my weeklong stay in Vietnam, I can say with all certainty that I will be going back for Saigon Speed Week 2016, as it is such an amazing country filled with great and gracious people. Feel free to join us! For more info hit up harleysaigon.vn. ***HB***



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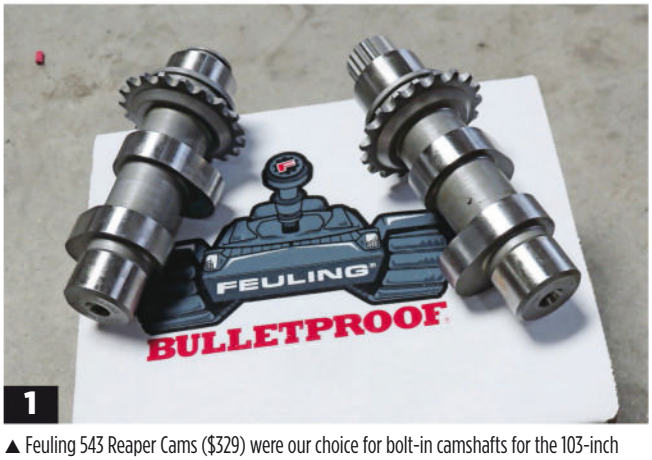
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FEULING CAM, OIL PUMP, AND CAMCHEST UPGRADE

After intake and exhaust, camshafts are usually the next performance upgrade for Harleys. They're inexpensive, make torque and horsepower, and are pretty easy to install. The task of deciding which ones to use can be a daunting one. There are all sorts of sizes and needs when going with bigger or different cams. The folks at Feuling have been in the cam business awhile, and when we called our pal Luke there to discuss cams for our internally stock 2015 103ci H-D Twin Cam engine, he was kind enough to offer up some solid advice as well as a whole mess of parts to make our cam swap a much more worthwhile endeavor. Here is what we went with. ***HB***



1

▲ Feuling 543 Reaper Cams ($329) were our choice for bolt-in camshafts for the 103-inch Twin Cam motor we had. This grind of chain-driven cam gives more top-end power but doesn't sacrifice low-end torque. The 543 cams are easy starting, increase throttle response, and Feuling said it could even give us better fuel mileage. Luke also said that it responds well to a performance exhaust and high-flow air cleaner, which we already had.



2

▲ Feuling HP+ Lifters ($159) are performance hydraulic roller lifters that allow more oil flow to the top-end valves, springs, rockers, shafts, and valve guides.



▲ Feuling OE+ Oil Pump and Camplate Kit ($480) upgrades the stock oiling system, delivering increased oil pressure and a better return oil scavenging. The OE+ billet camplates have increased rigidity and are machined to tighter tolerances compared to stock and assemble without O-rings on the pump housings. The OE+ Oil Pump is made from Billet 6061 aluminum with two chrome-moly gerotor gears. It also has 10-percent more pressure volume and 16-percent more scavenge volume over stock oil pumps.



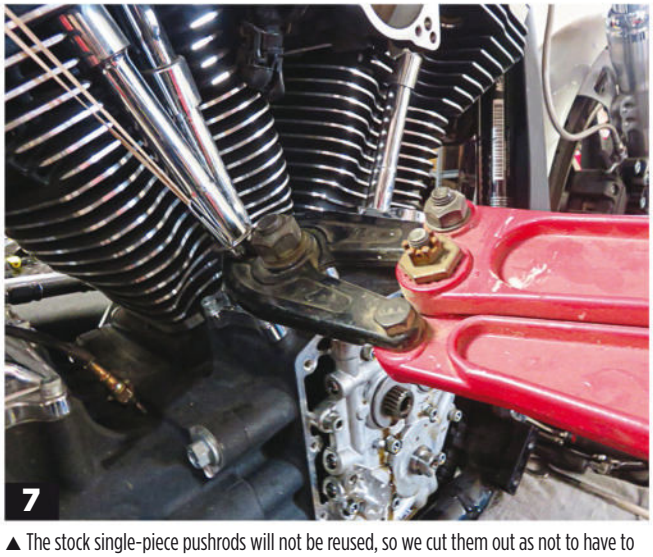
▲ Feuling FAST Install adjustable pushrods ($239) feature a dual jam nut locking system as well as a slightly shorter tapered tube and come disassembled, which allows the engine builder to install the pushrods without removing the top rocker box.



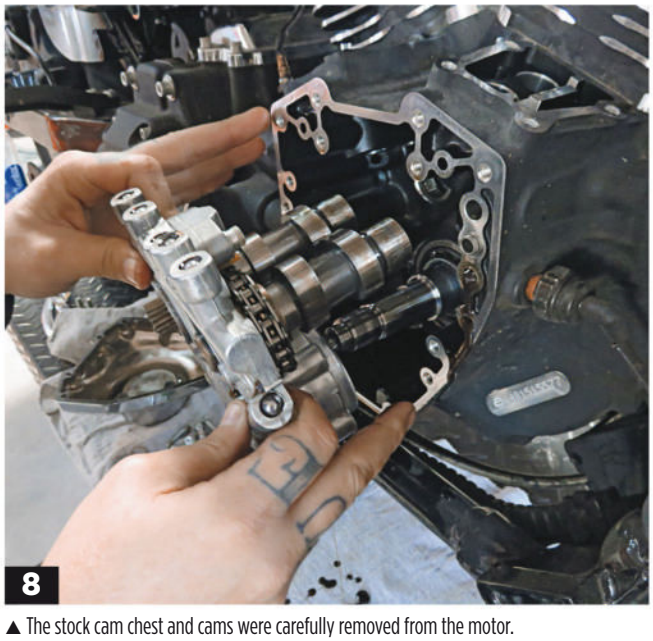
▲ Feuling Camchest Gasket Kit ($30) and Cam Installation Kit ($95) has all the various needed gaskets, such as cam cover, lifter block, exhaust gaskets, camplate, and push-rod tube O-rings. The Quick Change Camshaft installation kits include Timken camplate roller bearings, KOYO Torrington full roller needle inner cam bearings, 12-point ARP camshaft and crankshaft bolts with hardened washers, and camshaft retaining clip to do the job right.



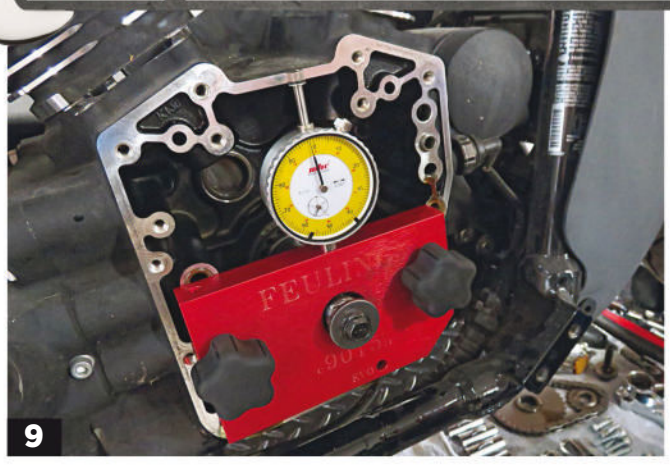
▲ We start the cam upgrade by taking off the cam cover of the motor and removing the stock cam chain, chain tensioner, and sprockets, which we will be reusing.



▲ The stock single-piece pushrods will not be reused, so we cut them out as not to have to remove the top end of the motor. This is common practice.



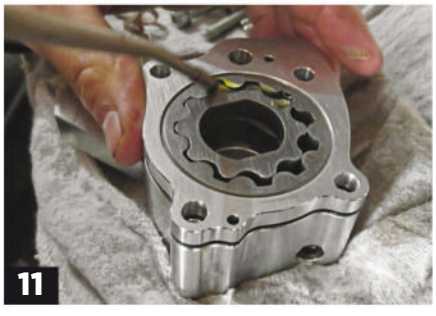
▲ The stock cam chest and cams were carefully removed from the motor.



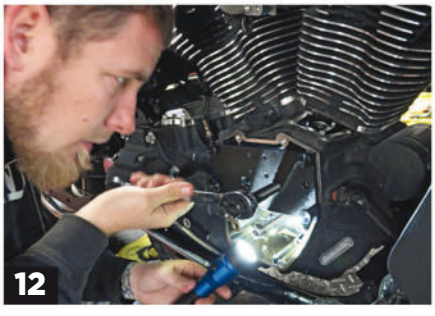
▲ We used our Feuling Crankshaft Runout Measuring tool. This tool measures accurate readings of the engine's crank pinion shaft runout. Ours was just in the allowed tolerances set by Feuling.



▲ The stock H-D cam chain and chain tensioner were removed from the OEM cam chest.



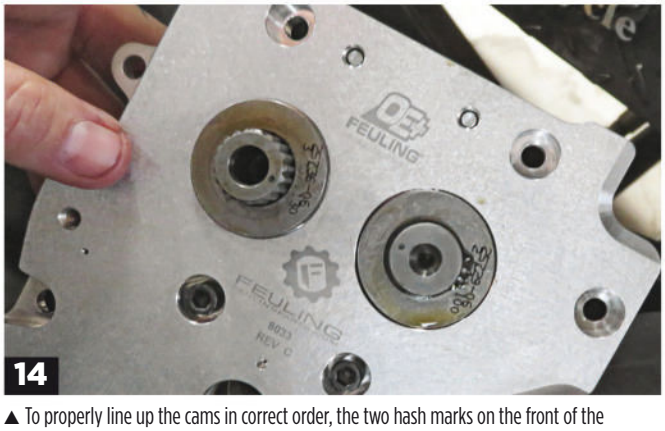
▲ The Feuling Oil Pump was pre-lubed with the correct weight motor oil before it was installed onto the new camplate.



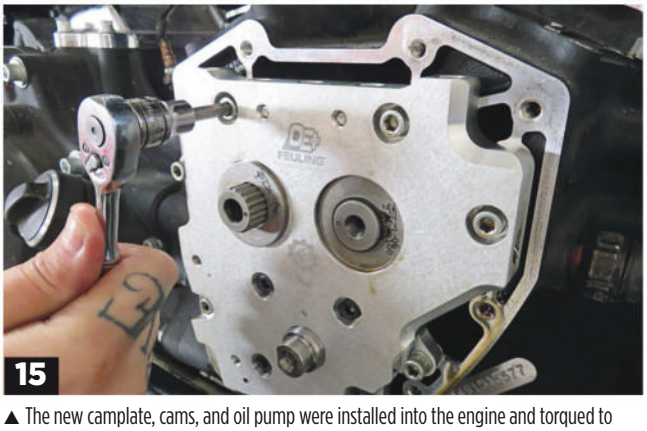
▲ Jim at IMZZ Elite pulled the old cam bearings from the motor and installed the new ones supplied in the Feuling kit.



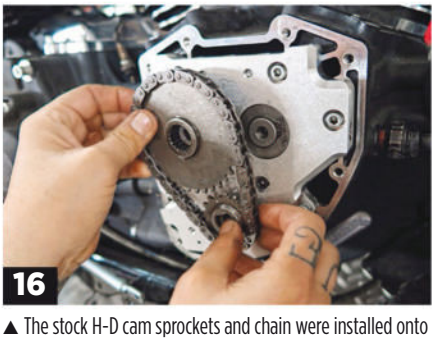
▲ Here's our pile of new parts for the rebuild from Revolution Performance, Cometic, and S&S. All you need to go fast faster.



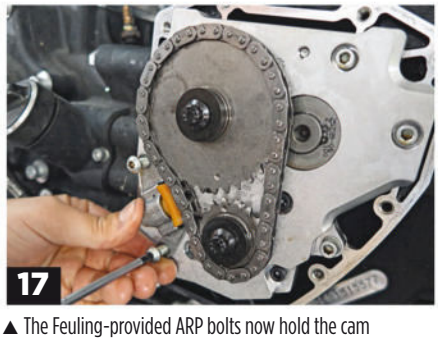
▲ To properly line up the cams in correct order, the two hash marks on the front of the cams had to be lined up.



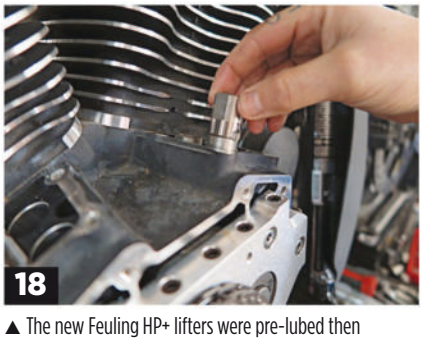
▲ The new camplate, cams, and oil pump were installed into the engine and torqued to factory specs.



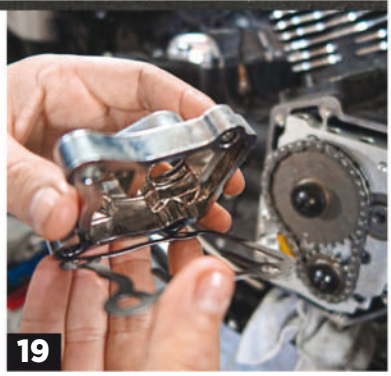
▲ The stock H-D cam sprockets and chain were installed onto the Feuling cams.



▲ The Feuling-provided ARP bolts now hold the cam sprockets in place, and the cam chain tensioner was properly installed and adjusted as per the H-D service manual.



▲ The new Feuling HP+ lifters were pre-lubed then placed inside the engine.



▲ The stock lifter blacks were reinstalled using new Feuling-supplied gaskets.



▲ The FAST Install adjustable pushrods were installed and adjusted as per the instructions provided by Feuling.



▲ And once the engine covers, foot controls, and exhaust system were installed we were done with our Feuling cam upgrade. Check out hotbike.com for a video and subsequent dyno run.

SOURCES:

FEULING
feulingparts.com

IMZZ ELITE
imzzelite.com

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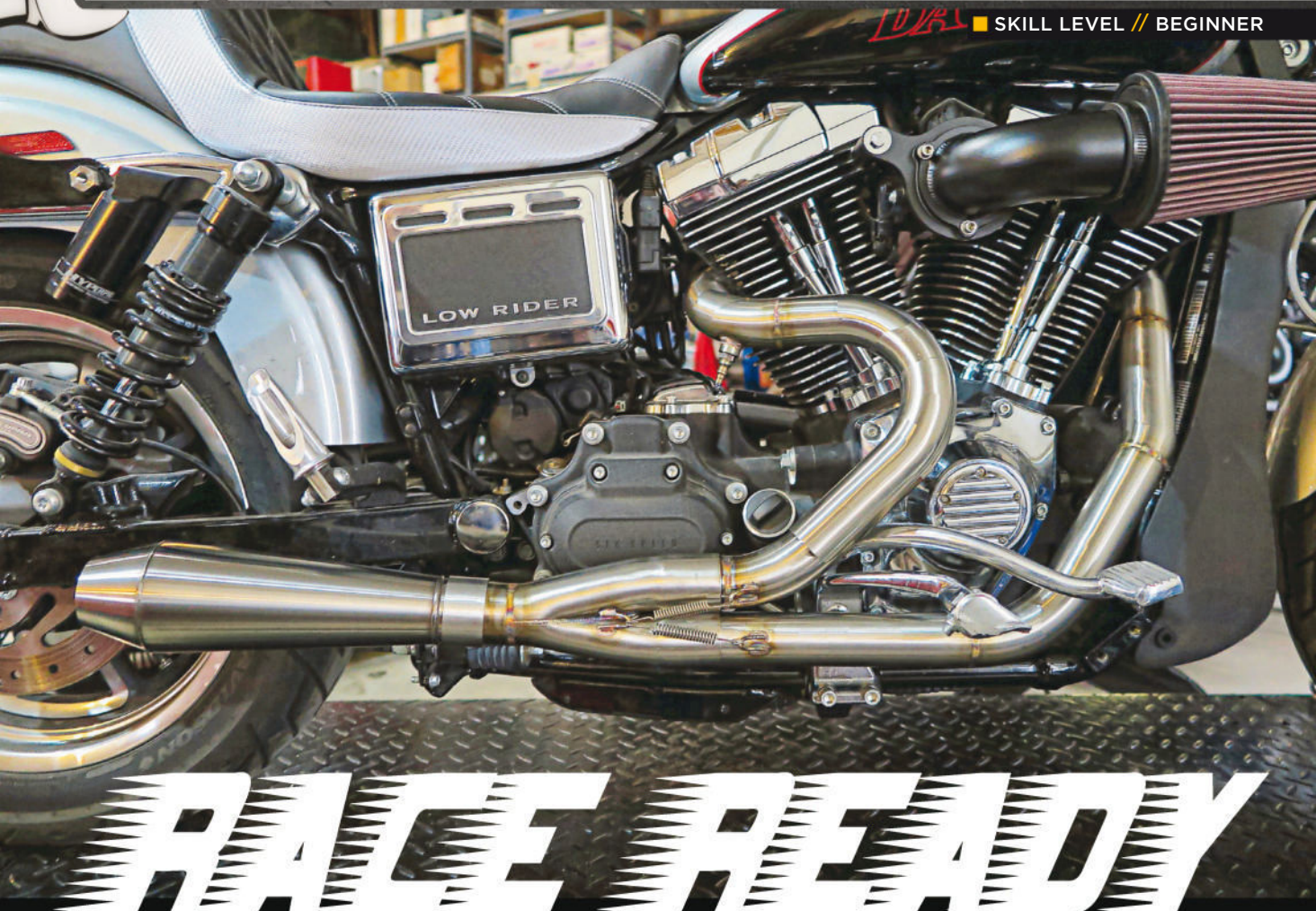
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WORDS AND PHOTOS: JEFF LEIGHTON

SKILL LEVEL // BEGINNER



RACE READY FOR THE ROAD

FAB28 INDUSTRIES PIPE INSTALL

Two-into-one stainless steel performance pipes are all the rage right now. It seems that the "race" look and performance they provide is a winning combination. Jay at FAB28 Industries was kind enough to send in one of his exhausts to install on our "Daily Dyna" project 2015 H-D Dyna Lowrider. When we received the 12-pound $999 pipe it was apparent that Jay knows his way around a welder, with every junction of this pipe being a thing of TIG-welded beauty. The FAB28 exhaust system came complete with a nice mid-length muffler, a sturdy handmade rear bracket, and we installed it in less than 20 minutes. Here's how it went. ***HB***



▲ With the stock pipe off the bike, we used the OEM hardware to install the new stainless rear pipe to the rear cylinder head of the bike's engine.

old school

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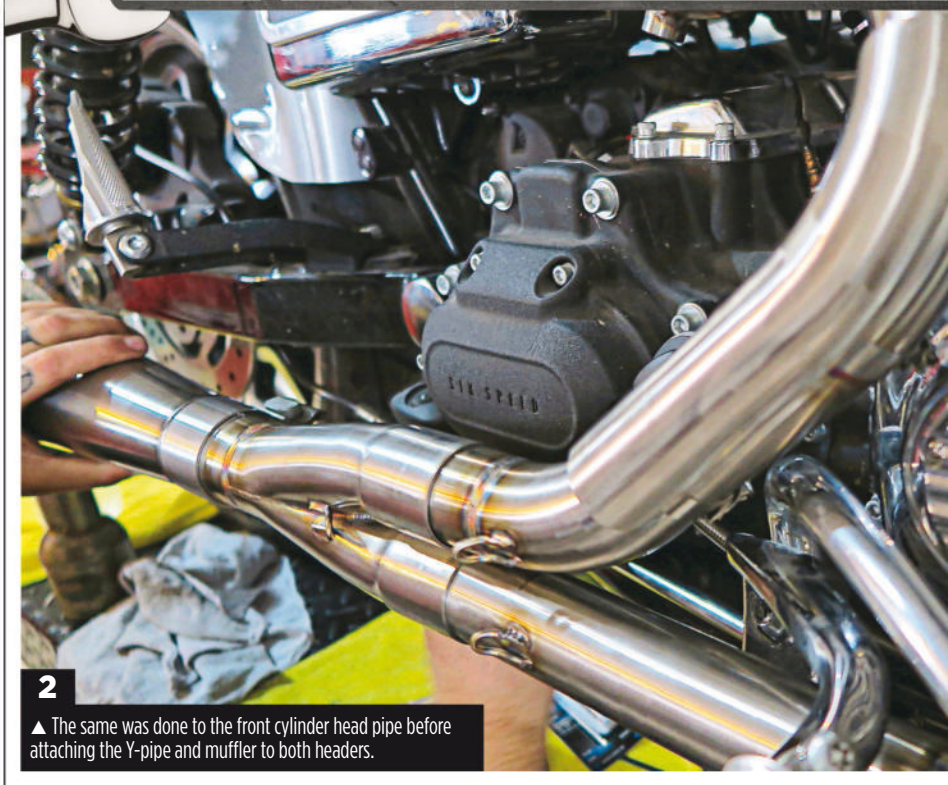
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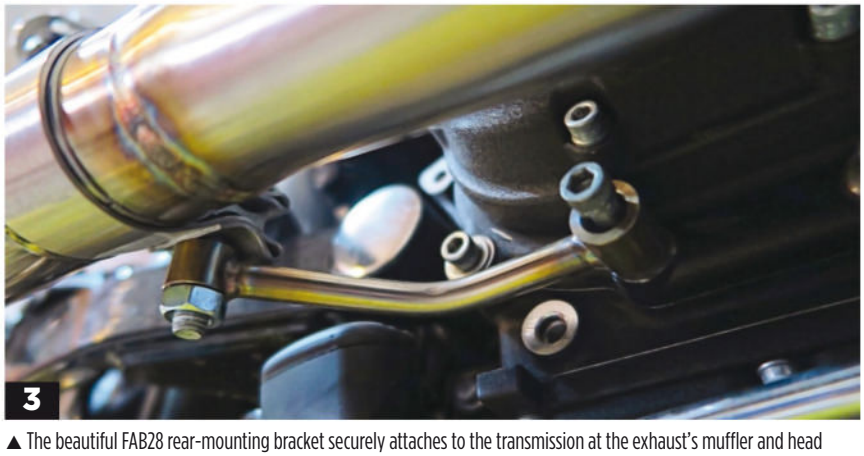
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2

▲ The same was done to the front cylinder head pipe before attaching the Y-pipe and muffler to both headers.



3

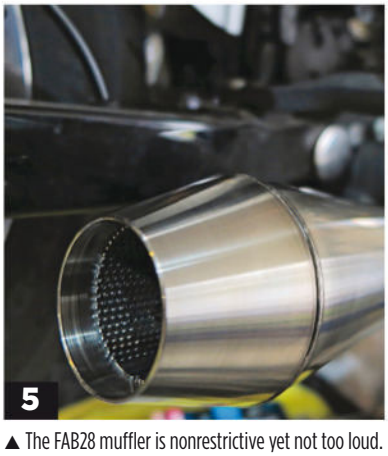
▲ The beautiful FAB28 rear-mounting bracket securely attaches to the transmission at the exhaust's muffler and head pipe junction.



4

▲ The pipe is of a slip-fit design with a pair of these FAB28 exhaust springs keeping it securely together with a neat and tidy look.





5

▲ The FAB28 muffler is nonrestrictive yet not too loud.



6

▲ Once the FAB28 pipe was on and aligned, we started to secure it to the bike using factory torque specs.

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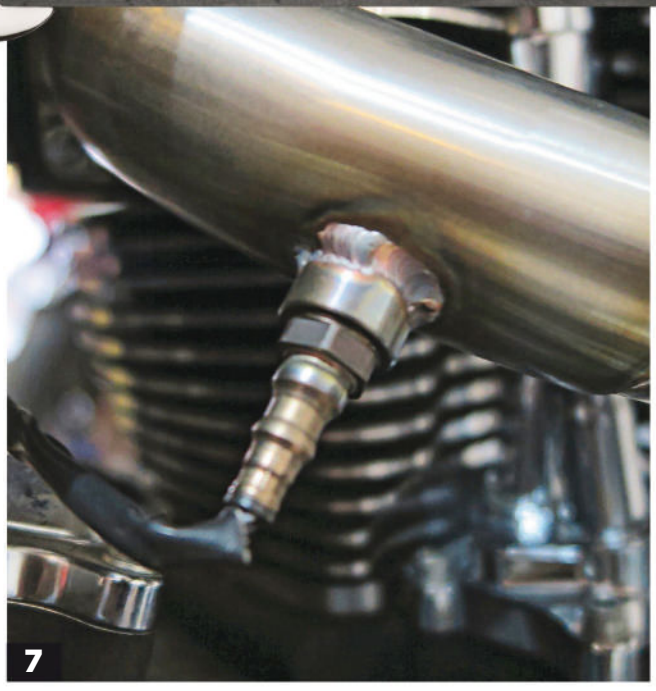
11 Styles

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7

▲ The bike's O2 sensors were installed as per H-D's specifications.



8

▲ The final bit of tech was to torque down the muffler and rear exhaust mount.



9

▲ And here it is: one badass and beautiful example of an all-out performance stainless-steel 2-into-1 exhaust.

SOURCES:

FAB28 INDUSTRIES
fab28industries.com

IMZZ ELITE
imzzelite.com



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WORDS: JOHN ZAMORA

WHAT IS A STEERING STABILIZER?

Stabilizers have long been a part of the racing community and are commonly found on high-performance motorcycles from the factory since the '90s. In early 2000, Randy Norman approached his father, Ralph, with the idea of building something that would help keep his front end under control while blasting through the desert on his dirt bike during Baja races. He wanted something different than the standard push-pull-style dampers, though, and his father's background in aerospace engineering allowed him to experiment with some different ideas. What they came up with was, at the time, the scarcely known rotary-style damper that connects directly to the steering head, and GPR was born.



WHAT IS A STABILIZER?

At its most basic, a stabilizer is suspension for your motorcycle for left and right. If you're going to be running big horsepower on your bike, suspension always needs to be addressed to put the power safely to the pavement. The front forks and rear shocks handle the front and back, and the stabilizers help dampen the effects from side to side that might occur under hard acceleration, large pot holes, speed wobbles, or the dreaded tank-slapper. A tank-slapper occurs when the motorcycle shakes violently from side to side and can literally rip the handlebars out of your hands and throw you completely off the bike. Stabilizers are good in this case as safety tools and can help reduce the amount of wobble. In that sense a stabilizer is much like a seat belt—you don't need it until you need it.

HOW DOES IT WORK?

Fluid is squeezed through different ports in the steering damper as it's transferred from side to side. By adjusting the damper's resistance, the amount of fluid and size of the holes it has to squeeze through is changed, making it harder or easier for the bars to move left to right.

"AT ITS MOST BASIC, A STABILIZER IS SUSPENSION FOR YOUR MOTORCYCLE FOR LEFT AND RIGHT. IF YOU'RE GOING TO BE RUNNING BIG HORSEPOWER ON YOUR BIKE, SUSPENSION ALWAYS NEEDS TO BE ADDRESSED TO PUT THE POWER SAFELY TO THE PAVEMENT."



HOW DO I INSTALL ONE?

Installing a GPR stabilizer is a completely bolt-on application that can be done by most competent mechanics. ***HB***

SOURCE:
GPRSTABILIZER.COM





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REAR SUSPENSION UPGRADE

LEGEND SUSPENSION REVO-A SHOCK

The Legend Suspension REVO-A coil is a made-in-the-USA preload and rebound adjustable coil shock. All of the Legends shocks are made in little town known as Sturgis, South Dakota (ever heard of it?), and the company has been making quality suspension systems for years. The REVO-A shocks feature a coil spring that is specifically wound a few inches longer than a standard spring for its given length shock. The theory of this is when the REVO-A shocks are compressed, this REVO spring provides a larger "sweet riding spot" of optimal comfort than the



competition. Also, the design of the shock allows for a no-tool-needed adjustment of both the compression (with the twist of the spring) and rebound (with a twist of the six-position knob at the bottom of the shock). The REVO shocks also have spherical bearings on the top and bottom of them to keep the shocks from binding while in motion. We have more than 1,000 miles on the REVO-As we installed on our project FXR and haven't had an issue since the initial setup and adjustments were figured out. Truthfully, its been a whole lot of smooth riding ever since!

The REVO Shocks are priced at $899 and come in 12- and 13-inch lengths in standard or heavy-duty for Touring (bagger), Dyna, and FXR model Harley-Davidson motorcycles. ***HB***

SOURCES:
LEGEND SUSPENSION
legendsuspension.com



"WE HAVE MORE THAN 1,000 MILES ON THE REVO-As WE INSTALLED ON OUR PROJECT FXR AND HAVEN'T HAD AN ISSUE SINCE THE INITIAL SETUP AND ADJUSTMENTS WERE FIGURED OUT."

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WORDS AND PHOTOS: JOE MIELKE

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"THIS NEW MONTHLY COLUMN IS DEDICATED TO EVERYTHING ABOUT METAL SHAPING AND METAL FABRICATION. I'LL BE SHARING BASICS ON METAL-SHAPING TOOLS AND OFFER ADVICE ON PURCHASING AND MAKING TOOLS."

Welcome to #HotBikeSnapFab. My name is Joe Mielke. I've been welding and doing metal fabricating for 25 years. The last 10 years I have spent in the custom-motorcycle industry. I've recently started my own fab shop and was offered the opportunity to write for *Hot Bike*. I saw this as a chance to reach out and share things I have learned. I also see this as a great growth opportunity to learn some new things myself.

This new monthly column is dedicated to everything about metal shaping and metal fabrication. I'll be sharing basics on metal-shaping tools and offer advice on purchasing and making tools. We'll delve into different sheet metal stretching and shrinking techniques using hand tools and mechanical tools. That will be followed by some advanced metal shaping using an English wheel, planishing hammer, and power hammers. I also hope to introduce readers to tools and projects to make your shop a better workspace.

As opportunities arise we will take a look at different types of welding, welding machines, and techniques. I'll offer tips and tricks for the novice and beginner welder. We'll review welding supplies and safety equipment to help aid in making informed choices when purchasing welding equipment for your own shop.

Some fabrication projects scheduled for the column include fender fabrication, fuel tank fabrication, and fairing fabrication. We have some great contributors on board, and we'll be reviewing products and providing tutorials on how to use their products, as well as offer benefits to the use of the products.

I also hope to provide an opportunity to interact with readers. Part of the monthly column will include a Q&A section. Readers will be encouraged to ask metal fabrication questions or request product reviews. Questions will be answered by myself or other fabricators who may be better suited to provide insight.

Personally I am excited by this opportunity to share my experiences and talents for design and fabrication. I'm equally excited to learn from this opportunity as well. Never miss out on a chance to learn something new. If you want to request anything or ask any questions, hit me up at joe@snap-fab.com.

Cheers,
Joe Mielke

WALK THE TORQUE

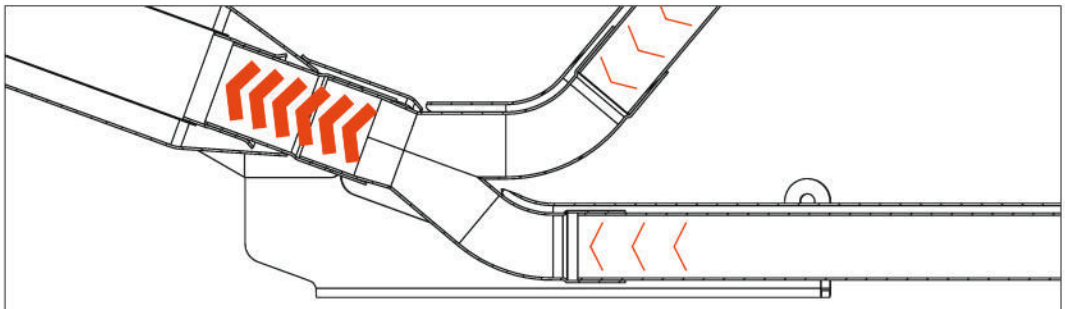






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WORDS AND PHOTOS: JEFF LEIGHTON

PROGRESSIVE SUSPENSION

DYNA MONOTUBE CARTRIDGE KIT INSTALL



Yes, we all know that these Harley front ends on our beloved Dynas leave a bit to be desired in the performance department. But the folks at Progressive Suspension have a kit that can and will give you better and more tuneable ride for right around $400. This kit is of an asymmetrical design, meaning it places a preload adjuster over a progressive rate spring in one leg and an aluminum-bodied, sealed cartridge damper in the other side. Yes, it sounds strange that this kit removes the stock springs and most of the internals of your OEM forks, but have no fear, as you will end up with a much better and more controllable ride over your stock setup. Here's how it's done. ***HB***








NON-CARTRIDGE SIDE:

Start by removing the OEM fork cap, spring spacer, and fork spring. Drain the old oil from the fork leg tube. Reinstall the OEM spring and damper rod using a fresh crush washer on the damper rod bolt. Add 300cc of oil and cycle the fork leg. Install the new Progressive main spring, washer, and spacer. Then install the preload adjuster with the supplied tool. Reinstall the leg on the bike and torque to factory specs.








CARTRIDGE SIDE:

Disassemble this leg the same way and drain the oil. Then remove the damper rod and top-out spring. Insert the new PSI cartridge and top-out spring, and reinstall the factory damper rod bolt and new crush washer then add 300cc of type "E" oil. Install the top cap and reinstall the leg on the bike then torque to factory specs.

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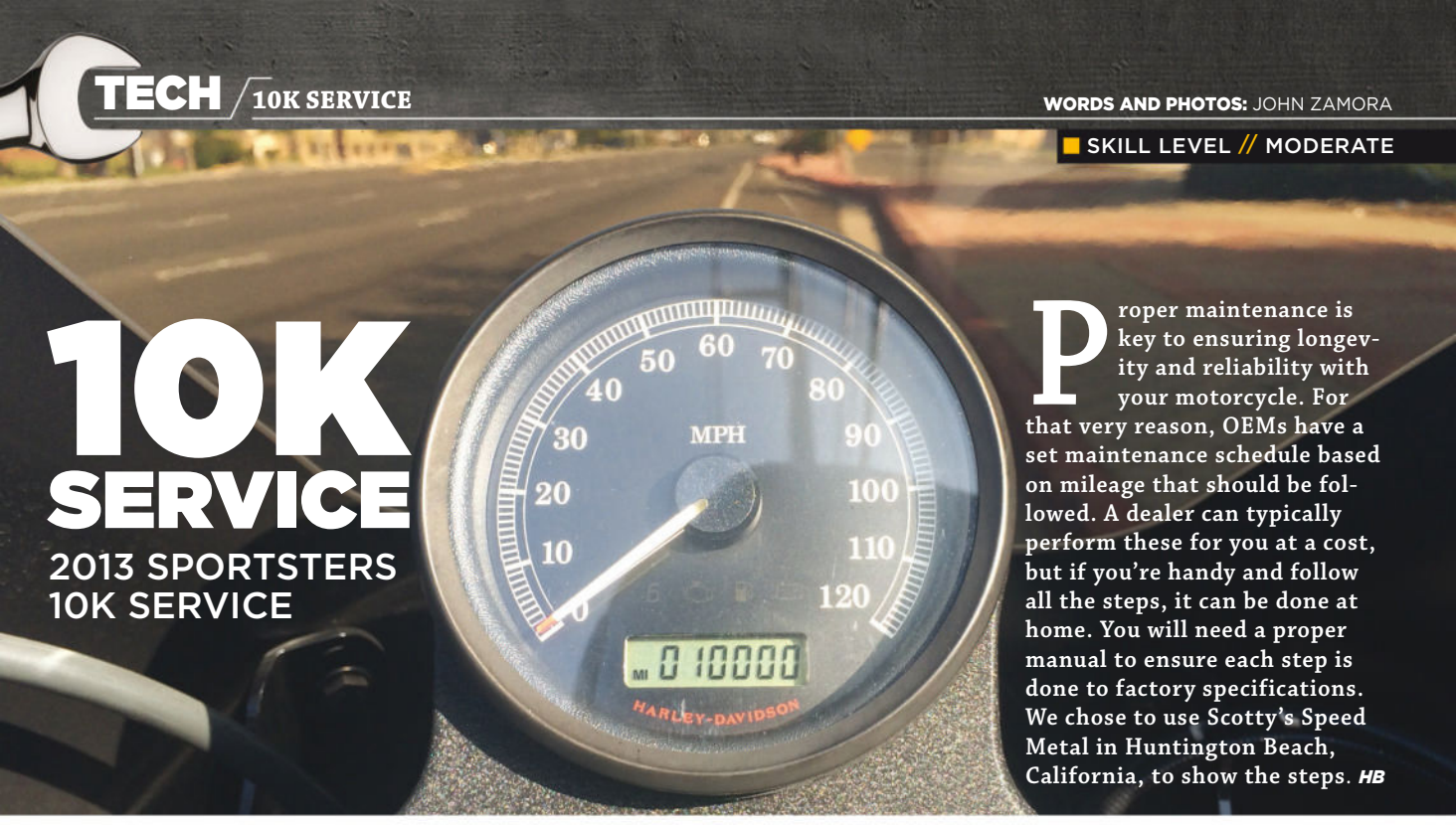
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WORDS AND PHOTOS: JOHN ZAMORA

SKILL LEVEL // MODERATE

10K SERVICE

2013 SPORTSTERS 10K SERVICE



Proper maintenance is key to ensuring longevity and reliability with your motorcycle. For that very reason, OEMs have a set maintenance schedule based on mileage that should be followed. A dealer can typically perform these for you at a cost, but if you're handy and follow all the steps, it can be done at home. You will need a proper manual to ensure each step is done to factory specifications. We chose to use Scotty's Speed Metal in Huntington Beach, California, to show the steps. *HB*





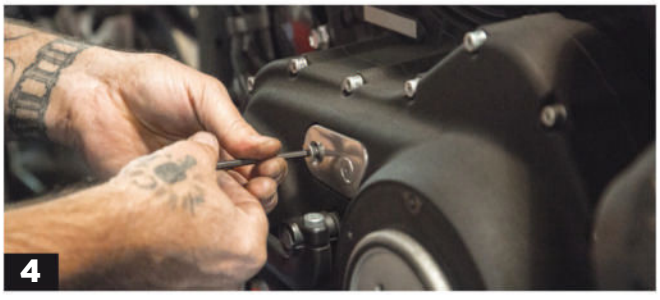
▲ Drain the oil from the motor and transmission. Also remove the oil filter.



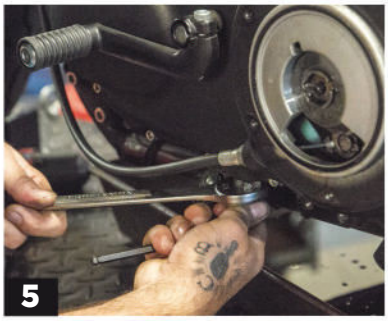
▲ Remove the derby cover to access the clutch.



▲ You will need to remove the footpeg mount.



▲ Remove the chain inspection cover.



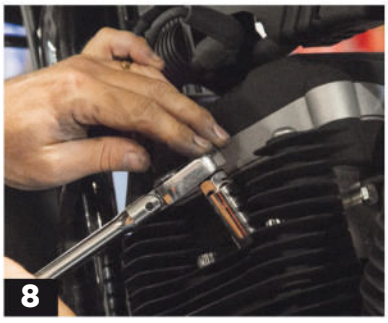
▲ To adjust chain turn chain adjuster, screw clockwise to reduce free play or counterclockwise to increase free play of the chain.



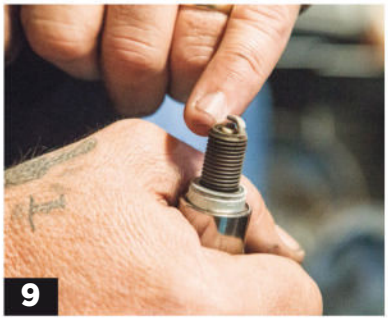
▲ Loosen the clutch adjuster until there is slack in the clutch cable and free play at the lever.



▲ Properly adjust the clutch to ensure engagement and lever feel. This is crucial, so consult a manual for proper procedure.



▲ Remove the spark plugs and inspect for wear.



▲ Check for proper gap with gauge and to make sure the plugs are firing properly. A spark can tell a lot about what's going on inside our motor.

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▲ Replace the O-ring on the drain plug before replacing.

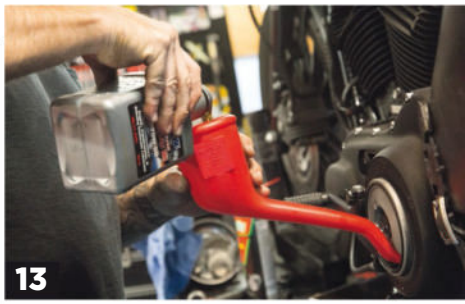


▲ Partially fill the oil filter with new oil, and run a small amount around the rubber seal.



▲ Replace the oil filter. Do not over-tighten.





▲ Partially refill the oil according to your make and model. Do not add all the oil just yet.



▲ Add 1 quart of oil through clutch inspection cover, opening until the lubricant reaches the bottom of clutch diaphragm spring. Replace the derby cover and inspection plate.



▲ Remove the air filter and check. Use air to gently clean out or replace filter if too dirty.



▲ Check rear brake pad wear and make sure there is sufficient material and even wear.



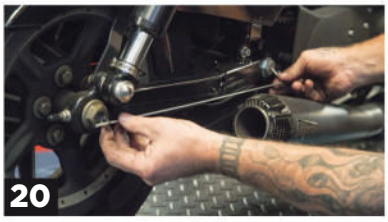
▲ Check belt tension and adjust using site window.



▲ Place motorcycle on lift and remove pressure from rear tire.



▲ Check exhaust and motor mounts for excessive play and tighten if necessary.



▲ Check rear wheel alignment.



▲ Check all front wheel axle and brake fittings and torque to spec.

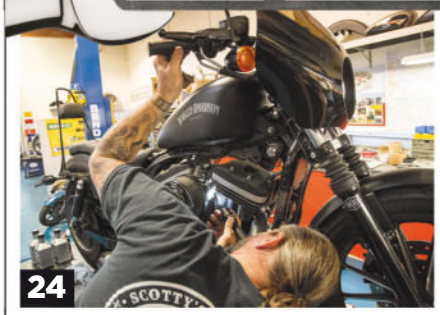


▲ Check rear brake master cylinder fluid level.

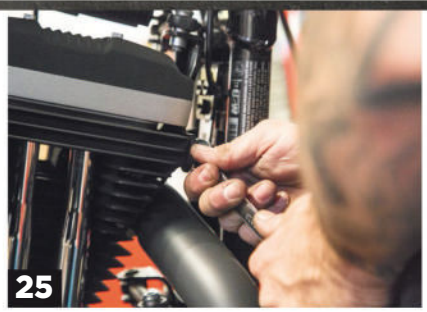


▲ Inspect fuel fittings for leaks or corrosion.

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▲ Check tightness of all critical fasteners, riser, and handlebars.



▲ Check exhaust bolts and torque to spec.



▲ Check foot controls and torque to spec.



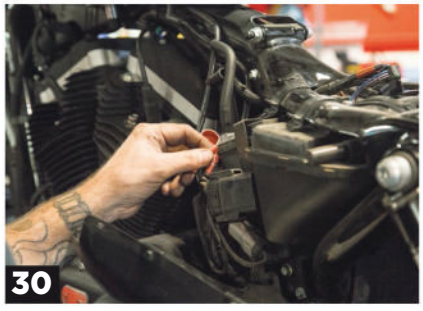
▲ Check kickstand, spring, and return mechanism.



▲ Check both tires for wear and punctures, and set to proper pressure.



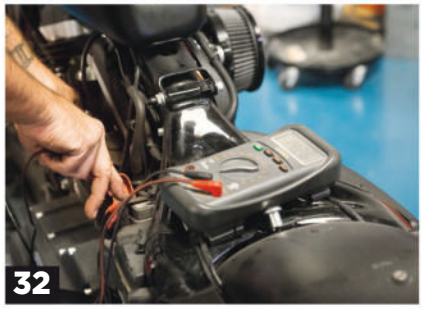
▲ Check all suspension connections and torque to spec.



▲ Inspect battery for corrosion and connections.



▲ Check operation of all electrical equipment and switches.



▲ Check battery for proper voltage both at idle and while running.



▲ Add final amount of oil to proper levels and road test.

SOURCE:
SCOTTY'S SPEED METAL & FABRICATION
scottysspeedmetal.com

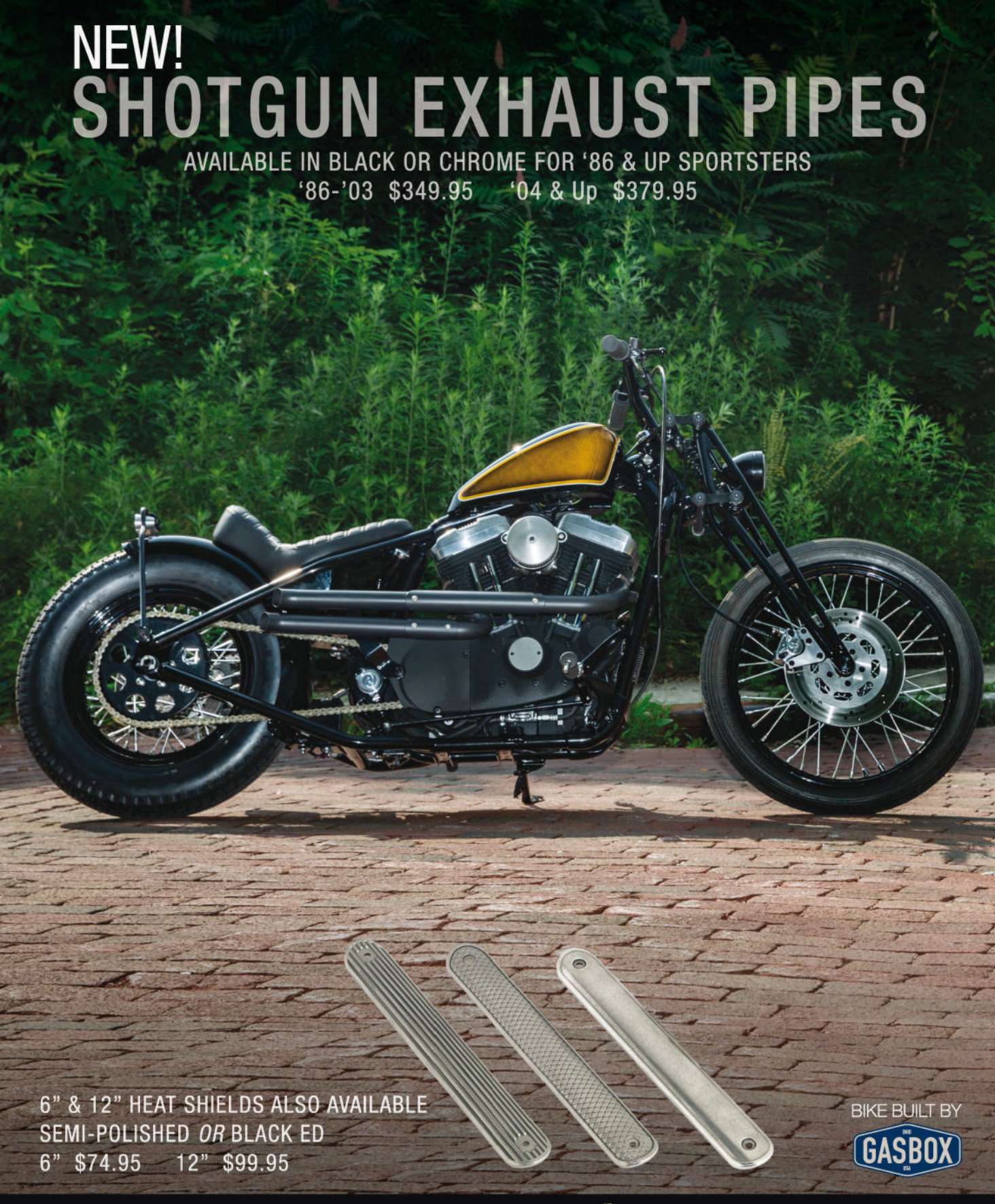


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SIMPSON
GHOST BANDIT CARBON HELMET

The Simpson Ghost Bandit Helmet is a huge nod to the traditional line of Simpson Bandit helmets but is outfitted with more modern safety, convenience, and styling features most riders are looking for in a helmet today.

The Ghost Bandit's DOT/ECE-approved shell has been aerodynamically designed for motorcycle riding and is fully ventilated with six different vents for maximum airflow. This is something past Bandit helmets never had. Simpson is also getting up with the current line of helmets with integrated microphone and speaker pockets for easy installation of communication devices. The Ghost Bandit also has a handy tool-free shield-removal system and a "drop-down" sun visor inner shield like many other high-end on-road motorcycle helmets possess.

When I put on the size large helmet it felt a bit snug (I usually wear an XL), but after an hour or so it felt really good on my head. The liner is well made and baby-butt soft out of the box, but I feel that I will need some thinner cheek pads if I am riding in it for more than a few hours.

The first day on the bike with the Ghost Bandit I rode my usual route to work and then peeled off about 100 miles the next day. The aerodynamics of the Ghost Bandit seemed to cut through the air well and had minimal buffeting even over my FXRT and FXDXT fairings. The dual adjustable chin vents along with the top and rear ventilation ports worked well and didn't fog up even at low speeds or in stop-and-go traffic situations. When looking over my shoulder checking on traffic I noticed that my peripheral vision is far better than any other Simpson model I have ridden, and it's right up there with my beloved Arai Defiant and Bell Star helmets.

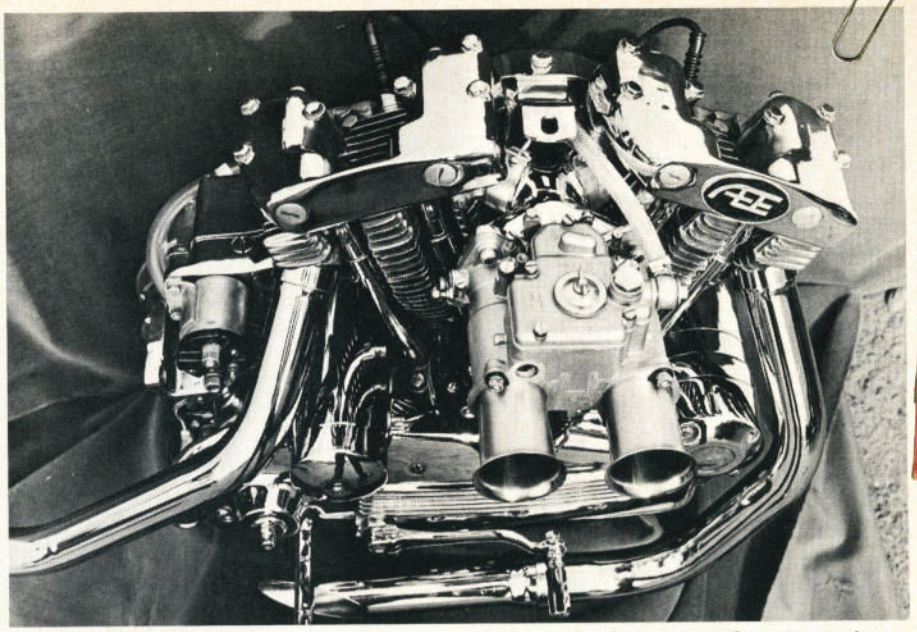
Other attributes I personally liked about this helmet was of course the design and how light the carbon-fiber version is, but the best of all was how quiet it is at riding speeds over 60 mph. After using this helmet as my daily skid lid for more than a month I can honestly tell you that this is a great helmet and a home run for Simpson.

The Ghost Bandit is available in sizes ranging from XS to XXL. Color choices are white, black, and matte black for $449, and the carbon-fiber version shown here is $649.

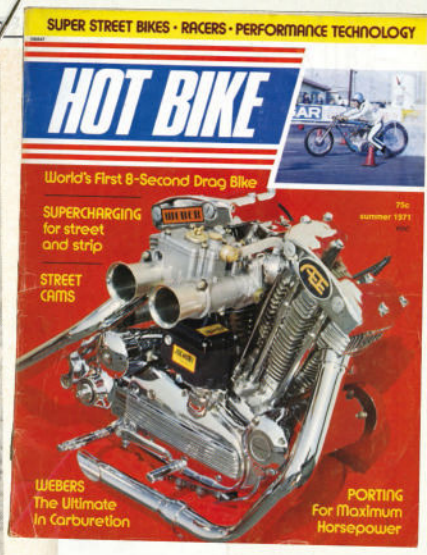
If you love the look of the venerable Simpson Bandit Helmet but crave a modern helmet up there in the ranks of a Bell or Shoei, then I would seriously check out the Ghost Bandit at simpsonraceproducts.com.

$449–$649 // SIMPSONRACEPRODUCTS.COM


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The Weber carburetor, ultimate in performance and beauty, in place on new Sportster engine. This setup is the hot item for your motorcycle. Performance, the Weber way, looks very good.

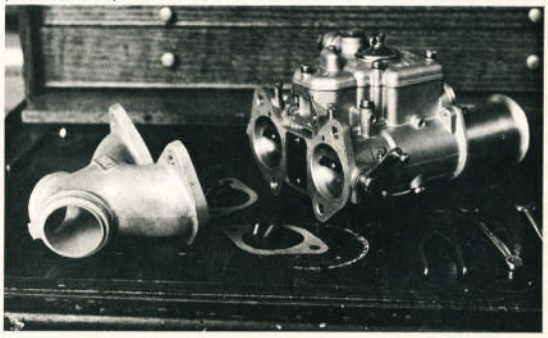


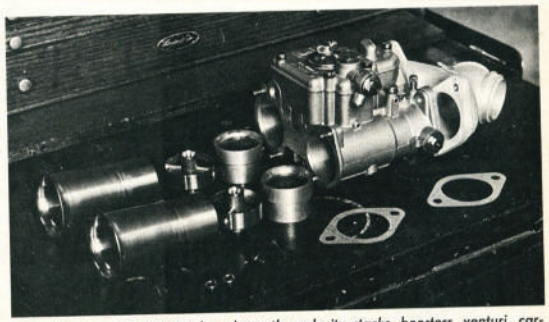
***HOT BIKE* SUMMER 1971**

WEBER

by Brian Brennan

This bottom view shows off the latest MPD cast alloy manifold and gaskets required to adapt the Weber carburetor. Popular racing carburetion is made in Italy, comes complete, but uses fittings that are metric size so the proper tools will make the job easier. The special MPD manifold and Weber carburetors available from AEE.





Exploded view of DCOE Weber shows the velocity stacks, boosters, venturi, carburetor base and manifold. On a Weber the stacks can be changed for tuning purposes as well as the boosters and venturis. The jets and emulsifier tubes are located in body of carburetor. The gaskets are for carb to manifold connection.



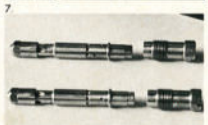
4. *Booster will slide into carb beneath the velocity stack. This is a simple job.*



5. *Before inserting the booster, venturi is placed in carb, not a difficult job.*



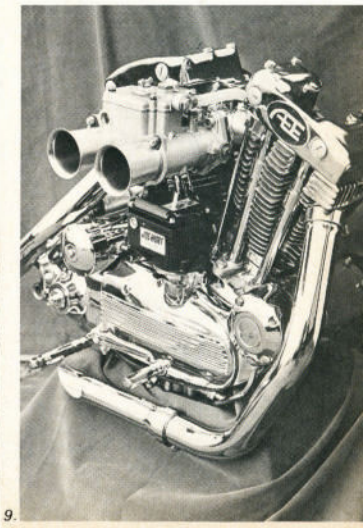
6. *To insure quality and service use proper metric tools, it saves much grief.*

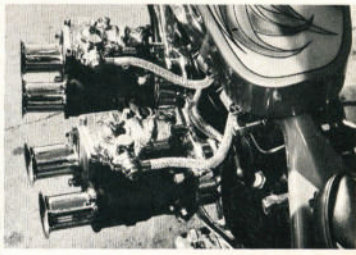


7. *Emulsifier tubes are located in the carb body and are quickly removed.*

8. *Main jets are located just above the emulsifier tube. Note easy change entry.*

9. *Beauty is in eye of the beholder. This combination would be hard to beat for show or go, is heavy on performance.*











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COMPILED BY THE *HOT BIKE* STAFF

MAKE THAT AZ DROP



I absolutely love *Hot Bike*. To me it's the number-one cycle mag in the industry hands down. I'm especially drawn to the Vicla builds. My 2010 Deluxe is one of the more lowrider-style bikes out here, but they're catching on. I've got 16-inch apes, Deluxe hard bags, and Samson fishtails to complement the Screamin' Eagle stage 1 kit. I also have white old-school grips, pegs, and floorboards. I will continue to keep *Hot Bike* near my throne for the best tips and inspiration as I start a new build!

AARON "DUB T" KOLODNY
Gilbert, AZ

DEUCEBAG



This is my 2004 Softail Deuce that I named "Deucebag." It has a 95-inch motor with T-man performance crank, Procharger blower, and other engine work, including porting done by Millers Motorworks in Newfield, New York. Bennetts Custom Paint in Sayre, Pennsylvania, did the paint. It has a Memphis Shades fairing, and the bags are from a '73 FLH. The bike was dyno'd at 170 hp and 150 pound-feet of torque.

HANK BENNETT
Rochester, MN



FXR TRIKE



In 2014 I was looking for a good used Harley trike project. I found this 1989 FXR with about 1,000 miles on a completely rebuilt motor with a 2004 DFT Trike Kit with independent suspension. The old trike looked and sounded good but was in need of a lot of TLC. After only a few hundred more miles the engine blew. I replaced it with a new 113-inch Ultima motor, replaced the worn neck bearings, rebuilt the 2007 Deuce forks, front and rear brake calipers, replaced the front rotor, wheels and tires, starter, clutch, battery, speedometer, headlights and taillights, changed to a 1998 Road King fuel tank, added a Memphis Shades windshield, rewired everything, and the seat is from a 1948 Harley. The custom orange with gold ghost flames paint was applied by my nephew Dusty Briley at Briley's Paint and Body. It took 12 months to complete this project.

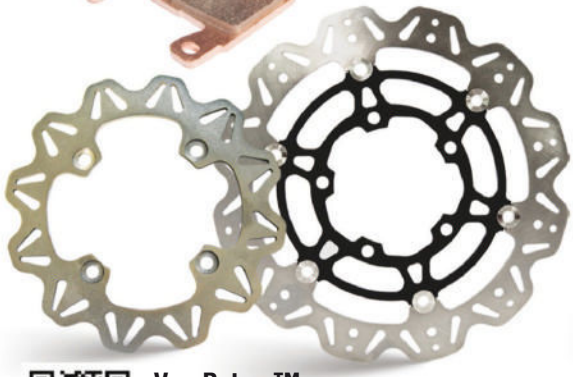
RANDY BRILEY

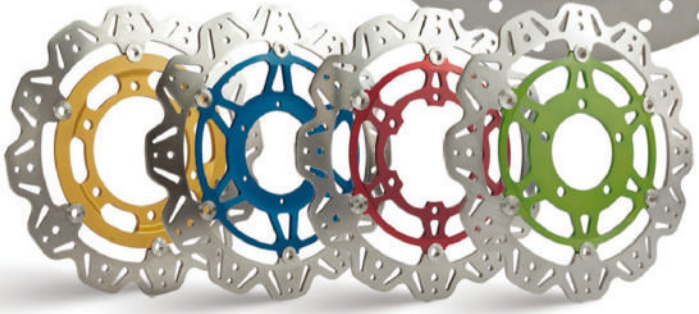
SUBMIT YOUR RIDE: Email your submissions to: hot.bike@bonniercorp.com or snail mail to: *HB* Readers' Showcase, 15215 Alton Pkwy., Suite 100, Irvine, CA 92618. Please include high-res jpegs, your name, hometown, email, phone number, bike year/model, engine size, frame, wheels, sheet metal, painter, custom accessories, and anything else interesting about your bike.

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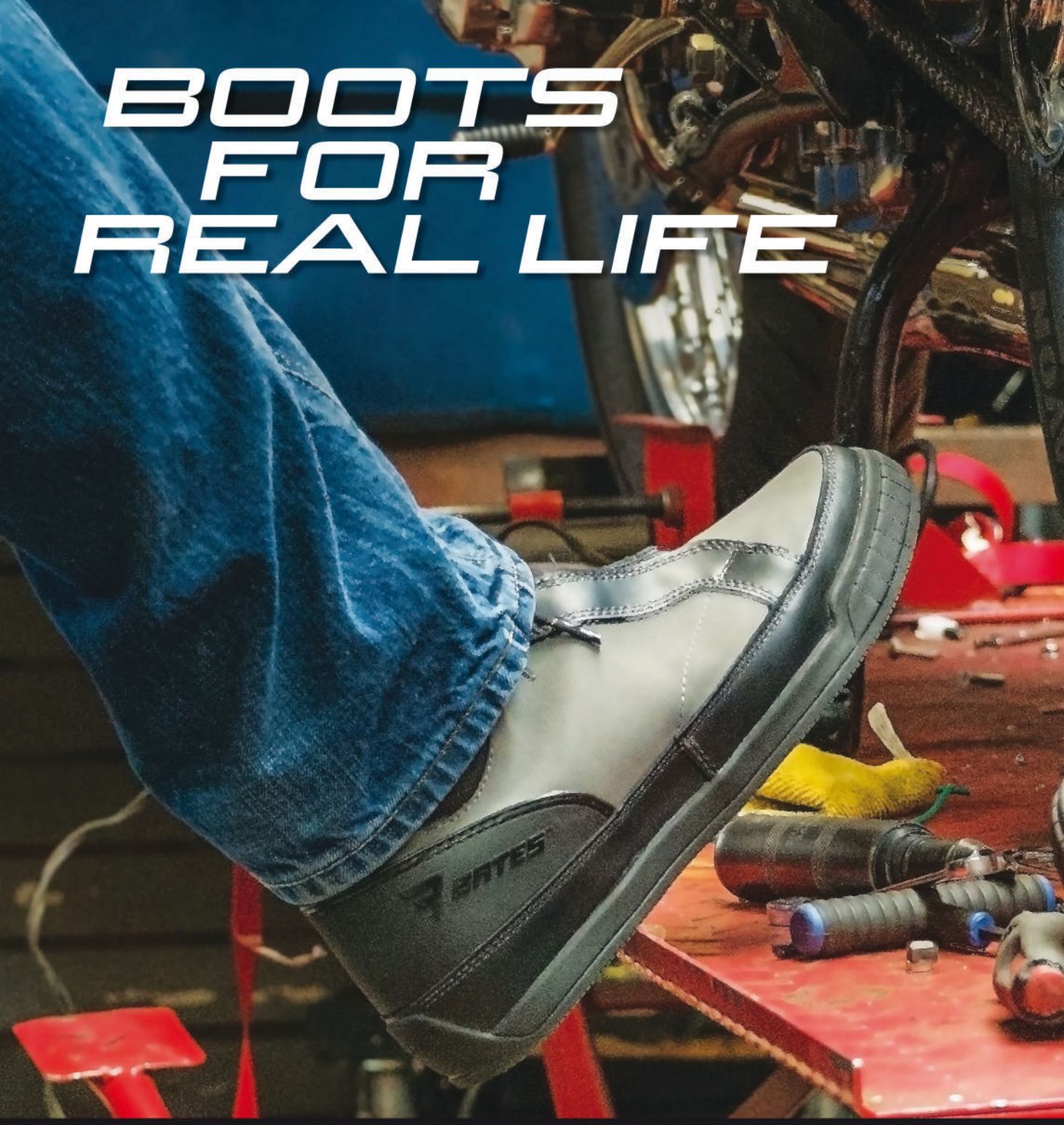
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PITTSBURGH MOTORCYCLE

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- Lift range: 7" - 30"

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62546/63104
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62858/63054



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LOW PROFILE MOTORCYCLE DOLLY
Haul Master

LOT 95896



- 1250 lb. capacity

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SUPER COUPON
Haul Master
MOVER'S DOLLY
LOT 60497/93888 shown
61899/62399/63095/63096
63098/63097



Customer Rating

SAVE 59%

- 1000 lb. capacity

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Includes two 1.5V SR44 button cell batteries.



- SAE and Metric

SAVE 63%

$10.99 comp at $29.99

25414008

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SUPER COUPON
CHICAGO ELECTRIC WELDING
90 AMP FLUX WIRE WELDER
- No Gas Required

LOT 61849/62719
68887 shown



$99.99 comp at $149.99

SAVE $50

WE CARRY A FULL LINE OF WELDING WIRE

25447077

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SUPER COUPON

FREE

WITH ANY PURCHASE

PITTSBURGH

1" x 25 FT. TAPE MEASURE

LOT 69031/69030 shown



$4.97 VALUE

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25458697

SUPER COUPON

12 VOLT, 10/2/50 AMP BATTERY CHARGER/ ENGINE STARTER

LOT 60653 shown
66783/60581/62334

CEN-TECH

$29.99

comp at $69.99

Customer Rating

SAVE 57%



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25464843

WOW SUPER COUPON

RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

PITTSBURGH

LOT 68049/62326
62670/61253
61282 shown

Customer Rating

- Weighs 73 lbs.

SAVE $85

20"



$84.33
~~$99.99~~

comp at $169.99

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25481781

SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES

PREDATOR ENGINES

LOT 60363/69730

LOT 68121/69727 shown
CALIFORNIA ONLY

Customer Rating

SAVE $228



$99.99 comp at $328

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25505115

SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

HARDY

- 5 mil thickness

Item 68498 shown



SIZE	LOT
MED	68496/61363
LG	68497/61360
X-LG	68498/61359

SAVE 56%

YOUR CHOICE

$6.49 comp at $14.97

25508903

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SUPER COUPON

400 LB. CAPACITY RECEIVER-MOUNT MOTORCYCLE CARRIER

Haul Master

SAVE $99



LOT 62837
99721 shown

Customer Rating

$99.99 comp at $199

25450541

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SUPER COUPON

RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE

CENTRAL PNEUMATIC

LOT 93897 shown
69265/62344

Customer Rating



SAVE $106

$59.99 comp at $166

25459200

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WOW SUPER COUPON

30", 5 DRAWER TOOL CART

US GENERAL PRO

Customer Rating

- 704 lb. capacity

LOT 69397
61427
95272 shown



SAVE $180

$169.99
~~$189.99~~

comp at $349.99

25475009

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SUPER COUPON

MECHANIC'S GLOVES

HARDY

NEW

Item 62429 shown

SAVE 66%

Customer Rating



MEDIUM	LOT 62434 62426
LARGE	LOT 62433 62428
X-LARGE	LOT 62432/62429

YOUR CHOICE

$3.99 comp at $11.99

25502946

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SUPER COUPON

1195 LB. CAPACITY 4 FT. x 8 FT. HEAVY DUTY FOLDABLE UTILITY TRAILER

Haul Master

Customer Rating



SAVE $170

- DOT certified tires

LOT 62648
62170/62666
90154 shown

$259.99 comp at $429.99

25505050

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SUPER COUPON

20 OZ. GRAVITY FEED SPRAY GUN

CENTRALPNEUMATIC

SAVE 80%

LOT 47016 shown
67181/62300



Customer Rating

$9.99 comp at $49.98

25459908

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SUPER COUPON

350 LB. CAPACITY MOTOCROSS DIRT BIKE STAND

PITTSBURGH MOTORCYCLE

SAVE 50%

Customer Rating

LOT 66552



$19.99 comp at $39.99

25476380

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SUPER COUPON

32 PIECE SCREWDRIVER SET

PITTSBURGH

LOT 61259/90764 shown

SAVE 59%

Customer Rating



$5.99 comp at $14.97

25514286

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SUPER COUPON

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE

BADLAND

LOT 61256
60813/61889
68142 shown

SAVE $453



$299.99 comp at $752.99

25453416

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SUPER COUPON

1500 LB. CAPACITY LIGHTWEIGHT ALUMINUM MOTORCYCLE LIFT

NEW

PITTSBURGH MOTORCYCLE

LOT 94715/62280/60636 shown

- Lift range: 4-1/2" to 19"

Customer Rating



SAVE $73

$159.99 comp at $233

25462944

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SUPER COUPON

1650 PSI PRESSURE WASHER

PACIFIC HYDROSTAR

SAVE $70

LOT 68333
69488 shown

- 1.3 GPM

Customer Rating



$79.99 comp at $149.99

25488879

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WORDS AND PHOTO: JOE KRESS

SERVICE WITH A SMILE!



Riders of a certain age will remember the days of full-service at the gas pump and even better service inside the work bays. An oil change every 3,000 miles that included full bumper-to-bumper service was routine. Well, that's gone now, replaced with mini-marts and 64-ounce big gulps with a hot dog. In the motorcycle world, though, service can still reign supreme, and at the start of any riding season that front-to-rear service session is more than routine—for any chance at a trouble-free season it's mandatory.

"And we do this sort of thing all the time," says Jamie Hanson at Speed's Performance Plus. "Especially during the first few stops on our schedule, early in the season." Jamie and the SPP team have that full-motorcycle checkup down pat too, so whether you generally take care of this yourself (and any competent DIYer armed with his bike's service manual shouldn't have a problem) or it's something you'd rather turn over to the pros, here's how Speed's goes about it. For starters, and at a minimum, there's the oil-and-filter change, and a couple quarts bought at that mini-mart won't get the job done.

"Motorcycles demand motorcycle-specific oils," Jamie says. Inch for inch, motorcycle engines make more power than automobiles, they work harder, rev higher, and they run hotter. The oil you put in there makes a difference.

"And if you haven't already switched to synthetics," Jamie goes on, "you should. There's a lot to be gained." There are plenty of good choices on the market, and the guys at SPP have tried them all, finally deciding on the Spectro Platinum 4 Full Synthetics—with "motorcycle" in big, bold letters on the bottle. Synthetics work great in the transmission and primary too—more fluids to be changed with a major service. Clutch action will get smoother and more predictable and the shifting easier. You'll want a quality oil filter too, and there are some good ones available. But spending a few more bucks for a cleanable/reusable metal-mesh oil filter is something to think about. Being washable and reusable just like that high-flow air filter (which should also be serviced now) means this will be the last oil filter you'll ever buy, but more importantly the filtering is first rate. The ones SPP offers even include rare-earth magnets in the base to trap metallic particles and debris. As an added bonus all this comes with a finned-aluminum canister that becomes, in effect, a mini oil cooler.

If it's a pre-season service we're talking about here's hoping the bike was parked with a full tank of gas. "And treated with a good stabilizer and ethanol guard," Jamie adds. And if it's a carbureted bike the carburetor and fuel lines should have been run dry. Either way, now's the time to grab some wrenches and "nut and bolt" the bike front to rear. Exhaust systems, Jamie says, are notorious for loosening up, but don't stop there. And while you're making sure everything is nice and tight, pay special attention to the tires and brakes. Look at the tread depth and thoroughly inspect the sidewalls for cracks or bulges. Check the inflation, and check it often during the season. And here you'll want to follow the tire manufacturer's recommendations because for best performance and life they'll quite often call for a bit more pressure than OE.

Look over the brake pads and rotors and carefully inspect all the lines and fittings. Check the level and top-off the master cylinders, and spend some time with the drive belt assessing both condition and tension. You'll want a good tension gauge for that. Throwing in a fresh set of spark plugs is another good move and maybe even a set of new wires to go with them. SPP likes the NGK Iridiums, by the way.

All this is pretty straightforward stuff, but here's a thought: Even if you regularly do your own service work, sometimes it's smart to let a trained tech take a look at your bike too. He might spot something you've overlooked or just gotten used to over time. Is the clutch adjusted correctly? Are any of the cables and linkages stiffer or looser than they should be? An ounce of prevention, as they say, is worth a pound of cure. The next time the Speed's Performance crew is in the area maybe roll your bike onto one of their lifts for that full-service checkup. A little time and a few bucks—way less than what a dealership charges, by the way—is an even trade for a trouble-free season. Think of it as service with a smile. ***HB***

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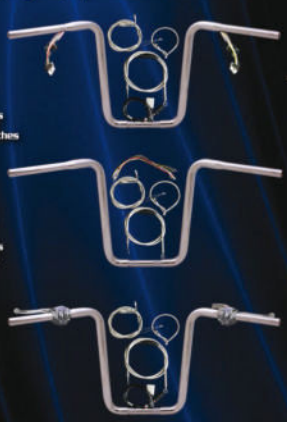
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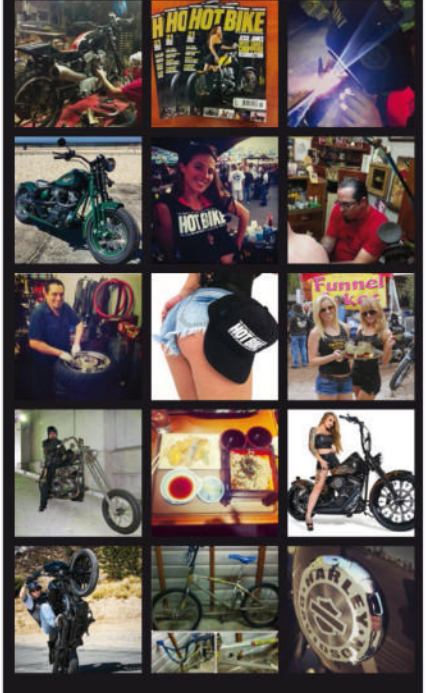


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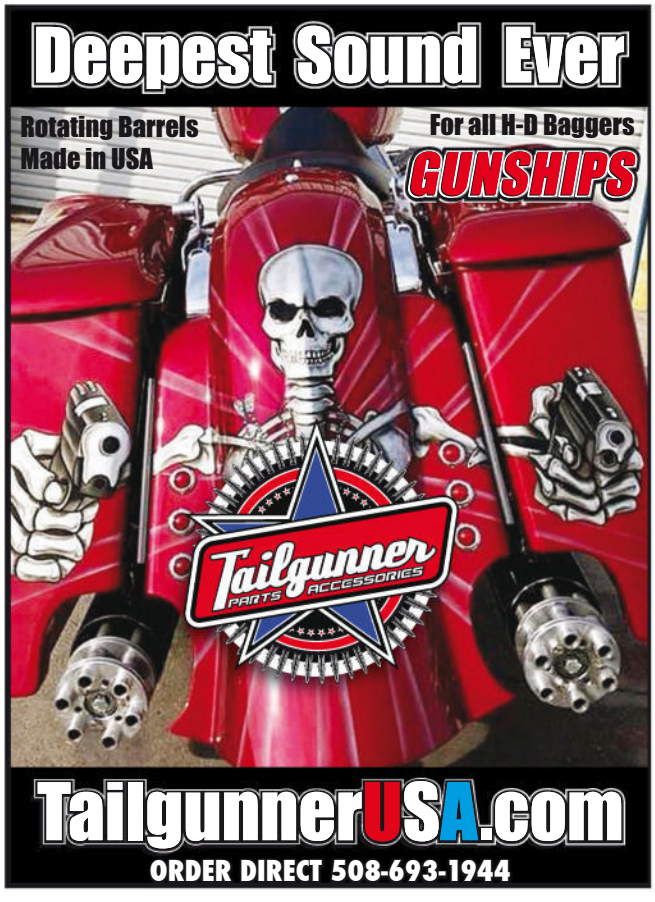
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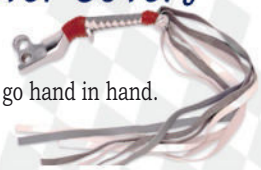
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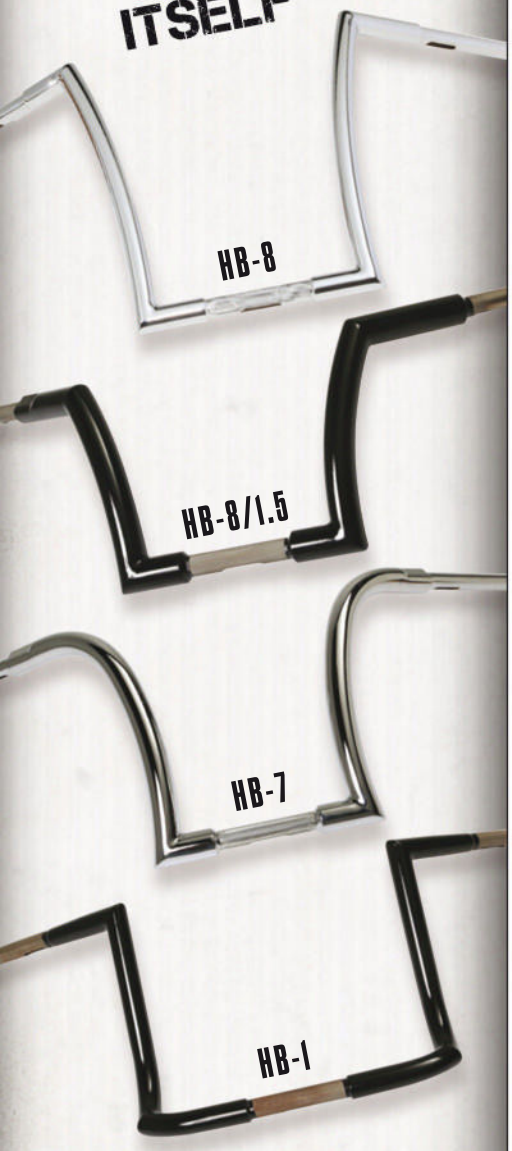


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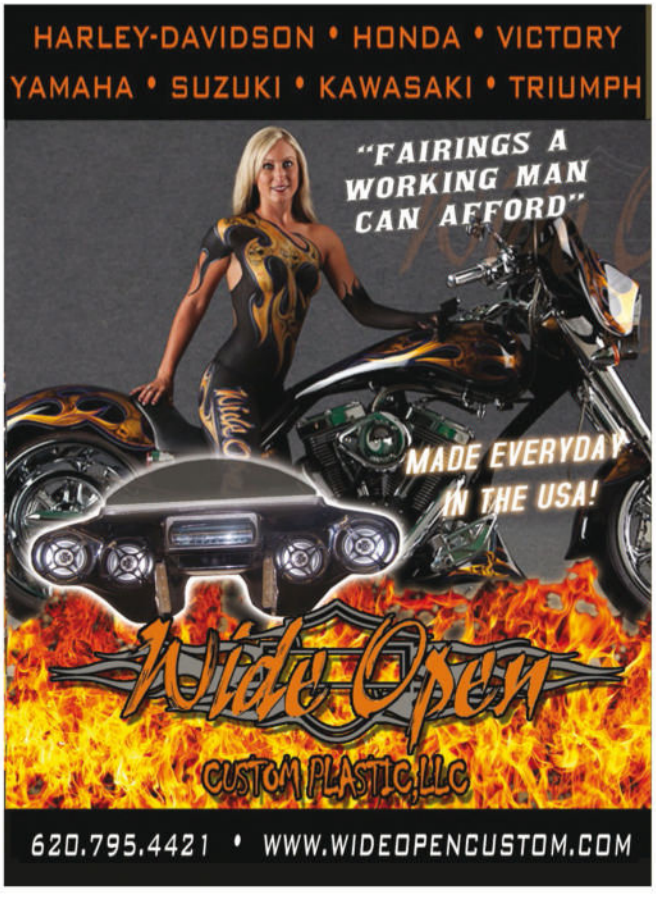
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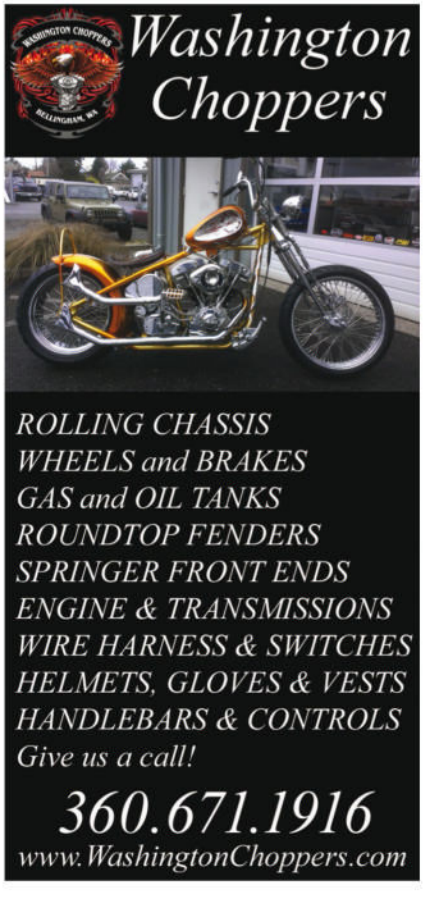
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